

Australian Model Railway Association

JOURNAL

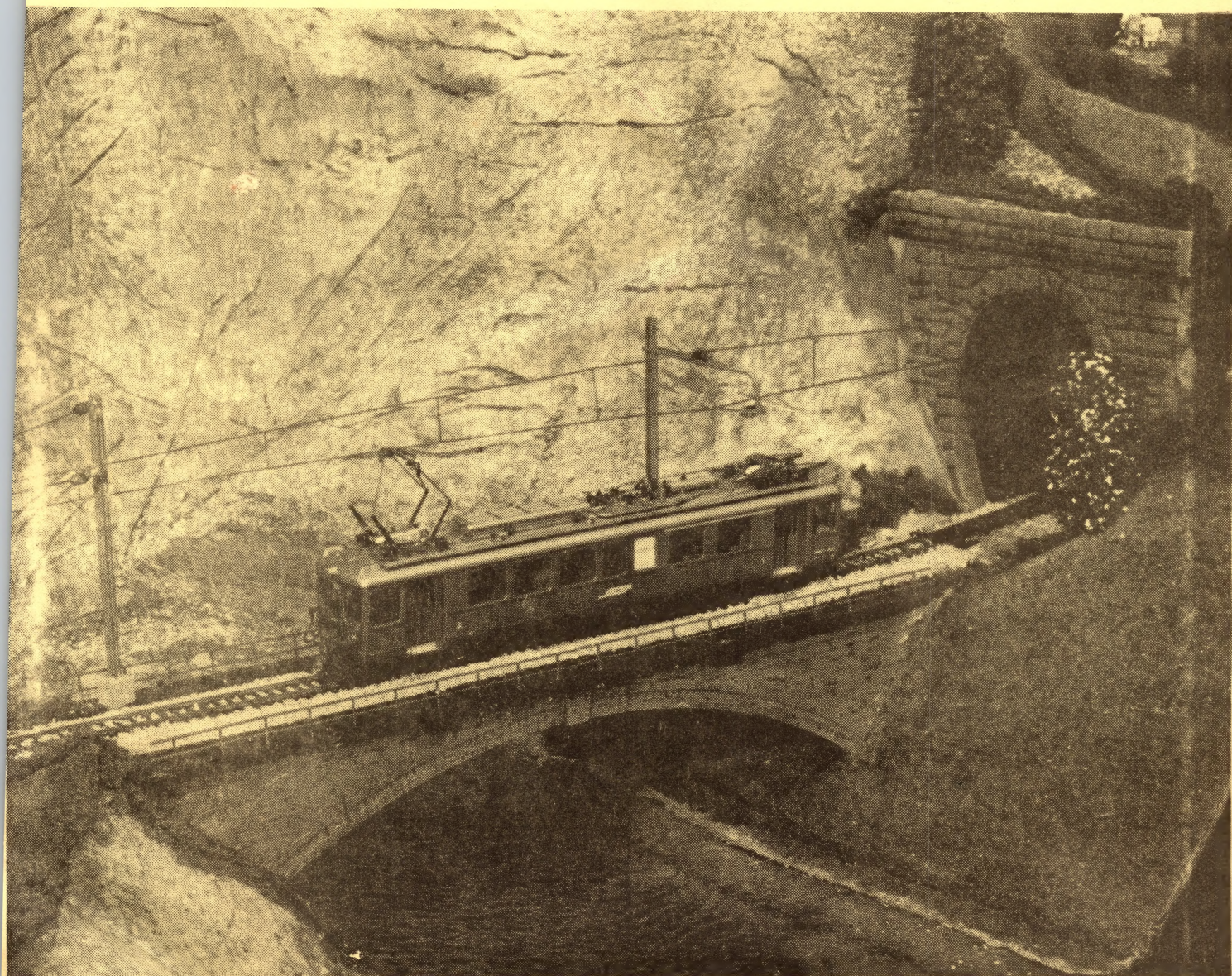
NOVEMBER - DECEMBER 1988

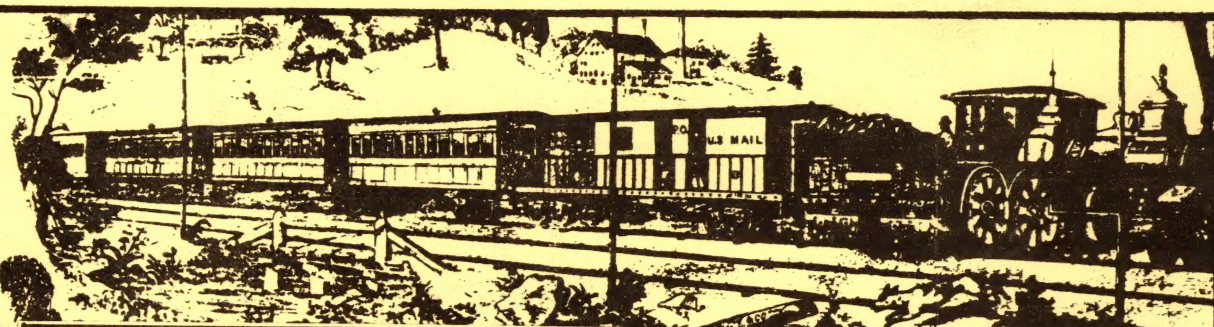
VOLUME 37

Registered by Australia Post.
Publication No. VBH 1367.

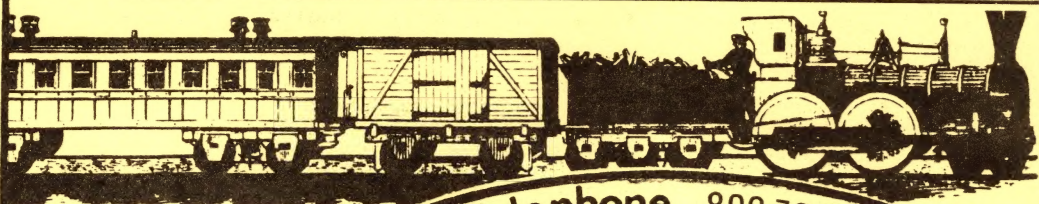
NUMBER 187

AT ISSN 0045-0715



- 
- OPEN
9 AM - 6 PM Monday - Wednesday
9 AM - 9 PM Thursday - Friday
9 AM - 12 Noon Saturday

- LAY-BYS, TRADE-INS ACCEPTED



Telephone 890 7027

THE ENGINE SHED

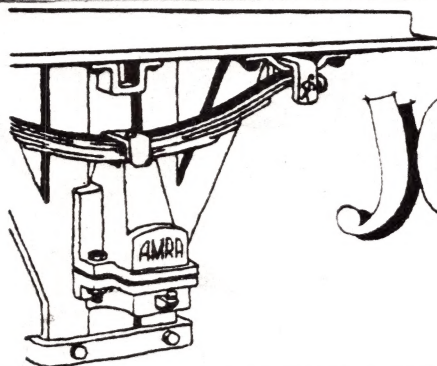
52

5 CARRINGTON ROAD

BOX HILL 3128

MODEL RAILWAY EQUIPMENT FOR ALL AGES





Editorial JOURNAL BOX ...

EDITORIAL

Well, here it is nearly Christmas again. Let me wish you all a Happy and Holy Christmas on behalf of the Journal Editorial and Printing Committee.

Since my last Editorial I have visited the Sydney and Sunbury (Victoria) Exhibitions. Thomas the Tank Engine and Friends was noticeable on several layouts, both OO and N. I cannot remember seeing him in O or Gauge 1 (on a layout that is). Anyway, to keep up with the Jones' I have imported three engines, some trucks and some carriages, and will probably make up a little layout to display them on (promises, promises). Thomas and Friends must be keeping both Mr Hornby and The Rev Awdry quite solvent. Everywhere I went in England, at all the preserved railways, there was always a big display and sales of Thomas related items.

Both the Sydney and Sunbury Exhibitions were very good, and gave everyone from the beginner to the expert something to keep them interested. Gauge 1 (gosh gauge) was amply represented at both with both Marklin and LGB layouts, and for someone like me, with failing eyesight, could be the way to go. But what a lot of room it would take to have even a half decent layout - I guess that is not quite right as one layout in Sydney was only about 4 m x 1 m. True, it only ran three-car trains or a tram, but it was well done, and looked realistic.

Rex Little

ON THE COVER

This is a corner on Phil Knife's metre gauge Swiss Mountain Railway. Note the fine scratchbuilt catenary.

Photo by Jack Parker

NOTICE

This publication accepts no responsibility for the accuracy or reliability of articles or advertising published herein, statements made or opinions expressed in papers or discussions, nor do we necessarily subscribe to the views expressed or implied by contributors.

Neither is any guarantee implied or expressed as to the good conduct or practice of advertisers herein. This publication reserves, at all times, the right to refuse acceptance of any matter considered unsuitable for publication.

CONTENTS

From the President	130
From the Registrar	131
From the Managing Editor	131
28 Years of Peco Streamline	131
Financial Statement	132
NSW Modelling Competition	133
Reverse Loops and Triangles	135
The Latest in Garbage Control	136
1988 Queensland Exhibition	138
Some Notes on Train Handling	140
Crossbar Relays	141
Genesis of a Journal Article	141
The Mixed Train	142
QR Steam Locomotive Markers	142
Comparison Checks on a Stud of Locomotives	143
Pop Valve	143
State News - Queensland	145
- Victoria	148
- New South Wales	151
- Western Australia	153

CREDITS

Managing Editor	Roger Lloyd
	6 Kiers Court, Rosanna East 3084
Editor	Rex Little
	PO Box 46, Nunawading 3131
Advertising Manager	Mrs Elizabeth Secker
	2 Hilltop Avenue, Glen Iris 3146
Sub-Editors:	
Queensland	Ted Ward
	13 Loveanus Street, Silkstone 4304
New South Wales	Glenn Watson
	43 Milford Road, Miranda 2228
Victoria	Bob Marsden
	21 Lerina Street, Clayton 3168
Western Australia	Barry Keens
	28 Lovegrove Way, Morley 6062
Layout	Roger Lloyd
Typing	Helen McMullen
Printing	AMRA Victorian Branch
	92 Wills Street, Glen Iris 3146
Federal Secretary	Harry Gibson
	147 Barrenjoey Road, Ettalong Beach 2257
Federal Registrar	Norm Read
	3 Augusta Street, Strathfield 2135
Federal Treasurer	Ken Edwards
	8 Easton Road, Berowra Heights 2082

From the President

There is a possibility my comments hereunder may displease the odd member; however, information received and discussion with other members leads me to believe that I am only one of a vast majority with the same thoughts. I would highlight the fact that my remarks pertain to the three States on the eastern seaboard and are based on observations made over many years.

I had the pleasure of visiting the NSW Branch Exhibition at Liverpool on Sunday 2 October, not knowing what to expect as I had been previously informed that there were 70 exhibits being shown and found a well balanced presentation of craftsman-built operating layouts, ranging from Z to No 1 gauge, plus a static live steam display. Very pleasing to see that generally commercial exhibitors took pains with their presentation.

For the paying public, who, after all pay the bills, this extravaganza would have been far beyond their expectations and should markedly increase the interest and activity in our chosen hobby.

I would like to take this opportunity to add my congratulations to one and all involved in the preparation and presentation of what could only be called 'the outstanding exhibition'. Very doubtful if this can ever be surpassed, but needless to say the Branch will be trying to do so in the future.

Despite all the counter attractions over this long weekend, hopefully the attendance made all the effort involved worthwhile.

Found Ted Thoday's article, 'Do You Know the Value of Your Models?', to be very timely having recently completed a personal survey of local and overseas prices on locos, rolling stock, plastic kits, etc, for the first time in over four years. I realised that prices had taken a jump, but like many in the hobby, I was unaware of the extent of such increases. Even second hand equipment has joined the price surge. Do you have to do some rethinking and revaluing?

In conclusion I would like to wish all members and their families a very Happy Christmas and a very prosperous New Year and continued enjoyment in our hobby.

PRESIDENT'S ANNUAL REPORT : 1988

In presenting this report to the 37th Annual General Meeting, I will take the opportunity to briefly highlight the role and responsibilities of, and restrictions applicable to the Federal Committee of Management, following recent controversy which has arisen in relation to the affairs of a State Branch, and efforts made to bring about the involvement of the Federal body in same.

Our major task is the servicing of new members with initial literature, etc, ensuring Journal is forwarded to all financial members on a bi-monthly basis, maintain updated membership register and, where possible, to ensure all information issued to members is continually updated.

As is clearly stated in the Federal Constitution, the Federal COM has no direction over the affairs of any State Branch or Sub-Branch, other than matters relating to policy and constitution, and any correspondence received, relating to State Branch matters, shall be acknowledged and forwarded to the State Branch concerned for action, as has always been, and will continue to be our practice. Hopefully, this will put an end to what has been, and possibly still is, an unpleasant part of the history of this Association, and it is to be hoped the image of AMRA will not suffer irreparable damage.

During my term of office, I have avoided singling out one particular State Branch Committee for special mention, but in this instance have pleasingly been forced to adopt a different policy. I feel that all members will join me in congratulating the Western Australian Branch Committee for their untiring efforts, in the way they sought and gained new members to increase their membership to 203, an addition of 53 for the current year. This Branch now has the highest membership in percentage to the State population, which certainly is a challenge to the other States. Keep up the good work.

Overall, the membership of AMRA has shown a dramatic increase of 89 to a total of 901 for the year under review. The final figures for each State are as follows:

NSW and ACT	295	Increase -	6
Victoria	253		1
Queensland	134		28
WA	203		53
SA and NT	3	No change	
Tasmania	1	Increase -	1
Overseas	12		1

Hopefully, this trend will continue and our membership will achieve the magic four figures.

As reported in the Balance Sheet, despite increased expenditure through increased costs, our financial position is quite sound. Members are assured that every effort is made to contain our financial outgoings, and every effort is being made to avoid any increase to the membership subscription, which has been kept to a minimum since this Association was formed in 1951.

As always, Roger Lloyd, Rex Little and the Vicprint team have been instrumental in keeping Journal on track, and once again deserve our thanks.

Brian Tyson, who has capably filled the position of Vice President, has been of great assistance, maintaining the computer listing of the membership, and has been instrumental in easing the work load of Norm Read.

Harry Gibson, who took over the position of Federal Secretary 12 months ago, has carried out his duties to the satisfaction of all.

Ken Edwards, who capably fills the position of Federal Treasurer, has ensured that the Federal COM was kept informed at all times relative to Association finances.

Norm Read, who, at times burns the midnight oil, has tirelessly carried out the duties of Federal Registrar, the largest and most onerous task on the Committee.

Due to a change of occupation, which involved considerable night work, as well as change of residence, Phillip Lee, Member File Co-ordinator, was forced to suspend operations. However, he is hopeful of resuming his task again in the New Year.

As previously announced, this is my final term as Federal President, and I wish my successor a smooth passage, and express the hope that he will enjoy the support of members which made my task that much easier. I have enjoyed my years on the Federal COM, and the various positions occupied in that time, when every effort was made to promote AMRA, and will continue in the future.

To all members of the Federal Committee, both past and present, who gave me their support during my term as Federal President, I can only say once again 'Very Many Thanks'.

In conclusion, my thanks to all members for their support, and express the hope that AMRA will continue to expand and enhance the interest in our hobby.

Keith Wilcox

From the Registrar

I would like to draw attention once more to the matter of FAMILY MEMBERSHIP on the Application Form. It states: STUDENT MEMBERSHIP covers those up to 19 years of age and still receiving education (up to secondary education) and a FAMILY MEMBERSHIP covers the spouse or student children of a Senior Member, yet we are getting renewals in listing as Family members who are now out in the workforce, and if they cannot afford the extra \$8, they will be having a lean time in the hobby.

Some still persist in carving up the renewal form. It is obvious they have never had anything to do with filing papers. They would find it difficult to sort bits and pieces of paper. Do these people cut up all the other accounts they receive during a year.

The Registrar's job does take up a lot of time that could be used doing modelling, so please do the right thing and make it a bit easier. No one seems to want to be fool enough to take over.

For the 1987/88 just ending, membership reached 902, a record, and this figure was achieved due to the WA Branch signing up 19 new members at their recent Exhibition, and that in itself is a record. No wonder they are pulling out all stops to acquire their own premises. It would be a squeeze at Meltham if 50% of their members decided to turn up for a particular meeting as their numbers are in the double century.

The following is something I came across recently, and could apply to practically every club. Sometimes I think who ever coined the phrase 'Model Railroading is Fun' must have been a 'loner'.

THE HITCH-HIKER

With his thumb, a hitch-hiker says, 'You furnish me the car, supply the gas, attend to the repairs and upkeep, pay for the insurance and I will ride with you - but if you have an accident, I will sue you for damages'.

Sound pretty one-sided? How many hitch-hikers are there in most organisations? Many members seem to say, "You go to the meetings, study the issues, contact the legislators, and anything else that needs doing and let me know what's going on and I will go along for the ride.

If things don't suit me, I will complain, criticise and probably get out and hitch-hike with another group.

What kind are you?

The above items is from Chicagoland NATESA Newsletter. To how many of our members (AMRA) does it ring a bell!

Norm Read

On Journal matters; the question of censorship has been raised again. I believe that members have a right to express a point of view within bounds. Where the matter is controversial, I will generally let the other side have a say in reply. There, the matter should then be referred to either the State or Federal Committee of Management.

By the time you are reading this, Christmas and New Year will soon be upon us. My New Year resolution will be to finish all of the many projects I have started and also to complete the many kits I have acquired! That may be wishful thinking. I wish you all a great Christmas and New Year.

Roger Lloyd

28 YEARS OF PECO STREAMLINE

by Ted Ward

Modellers who have turned 28 years of age since last April, and all of those lucky people who haven't yet reached that age will be interested to know that Peco Streamline has been available to modellers for their whole lifetime.

This venerated (veneration, n. Profound or adoring respect) product was introduced to English modellers via advertisements in the English press in April 1960, and publicly displayed at The Model Railway Club (of England) at the time of their Golden Jubilee (50 Year) Annual Exhibition, Central Hall, Westminster, from 19-23 April 1960. Peco is, of course, the trade mark of the Pritchard Patent Product Co Ltd of Seaton in Devon, England. They weren't among the 24 trade stands at that exhibition, choosing to let the famous firms of Bassett-Lowke and George E Mellor show the new product to a public probably unaware that it was being shown a product which would out-last and outlive most new products to come upon the model railway scene, before or since. Prior to its public exposure, the track had been also seen

at the British Toy Fair at Brighton in February 1960, which was reviewed in the April 1960 edition of the old Model Railway News (MRN) Copyright Percival Marshall and Co Ltd, London.

In its review of the product, MRN spoke of the new product using such terms as outstanding, remarkable and 'reputed to be unbreakable'. MRN managed to list six varieties of the new track in its review with rail available in galvanised steel, nickel silver and brass, with six different English prices per yard ranging from 4s9d per yard, or about 48¢ to 6s6d or 65¢ per yard. The only one of the six types to achieve much widespread popularity was the nickel silver type, and it is this type which has become the brand of flexible track most widely used right around the world.

Australian modellers have long had available to them the products of the model railway and model railroad companies on both sides of the Atlantic. For many years, the code 100 (0.100" high rail) nickel silver Peco was used only by British and Commonwealth countries, the modellers of USA generally having only American-made brass or nickel silver track available to them. The superlative quality of Peco Streamline was too great to keep it forever in the confines of the British Commonwealth, and so it is interesting to note the frequency with which the name Peco is appearing in descriptions of American layouts these days. Peco has taken on the world.

From the Managing Editor

As I am writing this, Aus-steam 88 has now begun. Sydney has been host to many of the most spectacular Bicentenary events, notably the Australia Day celebrations on the Harbour and the air show at Richmond. Aus-steam is Melbourne's turn. I have just returned from a parallel run behind 3801 and R761 to Seymour and return. Quite an experience. Of course, the Flying Scotsman will be the star attraction for many.

I was sorry to miss the NSW Exhibition this year, but my employer went and filled my aircraft, so I couldn't return home! I'm told that the standard was very high. Congratulations to Bob Wardrop and his team.

FINANCIAL STATEMENT

AUSTRALIAN MODEL RAILWAY ASSOCIATION

STATEMENT OF RECEIPTS AND EXPENDITURE

FEDERAL COMMITTEE OF MANAGEMENT

FOR THE YEAR ENDED 30 JUNE 1988

RECEIPTS

Funds at 1 July 1987	
Cheque account	2,315.89
Advertising account	480.64
Publishing account	263.14
Investment account	4,104.21
Petty cash on hand	34.87
New membership subscriptions	7,198.75
Membership renewals	863.00
Joining fees	6,545.00
Journal advertising	744.00
Sales of guides	440.82
Trophies and engraving	122.50
Donations	95.55
Interest received	92.62
	408.35

\$ 16,510.59
=====

EXPENDITURE

Printing of journal	3,563.90
Postage of journal	1,382.38
Journal expenses	1,926.13
Stationery	705.37
General postage	743.55
Trophies and engraving	138.05
Bank charges and duties	38.41
General expenses	43.05
Insurance	201.81
Refund of subscriptions	38.00
Photocopies	24.10

Funds at 30 June 1988

Cheque account	2,572.37
Advertising account	433.62
Publishing account	288.41
Investment account	4,357.62
	7,652.02
Petty cash on hand	53.82

7,705.84
\$ 16,510.59
=====

AUDITOR'S REPORT

I have examined the books and records of the Federal Committee of the Australian Model Railway Association and report that, in my opinion, the above statement is a true and fair record of receipts and expenditure during the year ended 30 June 1988 and of cash funds on hand at that date.

Dated this 29th day of August 1988.


R W GORRELL - F C A

Review

AMRM 25 YEAR INDEX

by Ted Ward

Nineteen eighty eight is the 25th year of publication of the Australian Model Railway Magazine, and it is probably true to say that every modeller in Australia and New Zealand has benefited from the publication of AMRM. The first issue in April-May 1963 had 11 different advertisers although one advertised three times. The advertisers' index in issue 151 for August 1988 has 45 commercial advertisers, and an additional 41 traders in the Hobby Shop Directory, so it can be truly said that we've all come a long way.

The index itself is a publishing classic. Not even the Big Boys of Model Publishing in the USA actually offer an all-time index of their work, so we in Australia have clocked up another one.. Where all this is of direct interest to members of the AMRA is that for the cover picture of their Index, the publishers of AMRM have chosen a photograph by Bob Gallagher of the work of two Queensland Branch members, Messrs Jim Fainges and Steve Malone. Congratulations are due both

to Jim and Steve on having their excellent modelling depicted and also to Bob Gallagher for his good taste in choosing such a lovely cover photo.

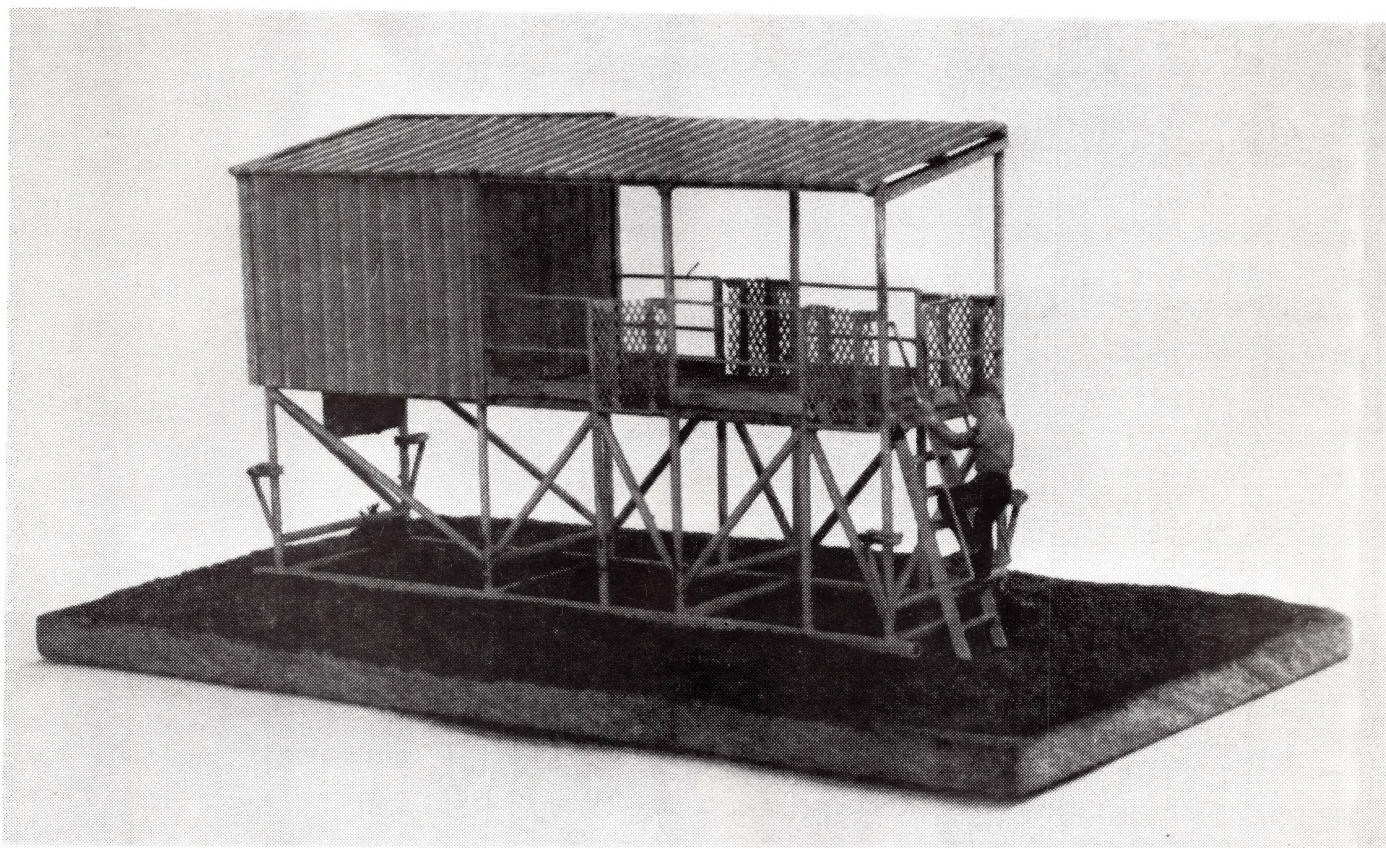
During the preparation of the draft for these contributions to Journal, an almost inordinate amount of typewriter correction fluid is used to paint out typing errors. Three different brands have been tried, each giving similar results. The fluid is actually a matte white lacquer which dries very quickly, obscuring any error and allowing typing to immediately proceed. If ever a little white paint is needed for a model, try typewriter correction fluid. It is very white, dries rapidly, and if it is all that there is on hand, there is nothing better for small touch up jobs.

Ted Ward

Stationmaster: Why are you holding that level crossing gate half open?
Porter: I'm half expecting a train.

NSW BRANCH MODELLING COMPETITION

PHOTOS BY JACK PARKER



KIERAN RYAN

Scratchbuilt Structures

GHA Grain Sampling Stand from Peak Hill Station
early 1980s period

HO scale

built from aluminium siding, brass wire and section

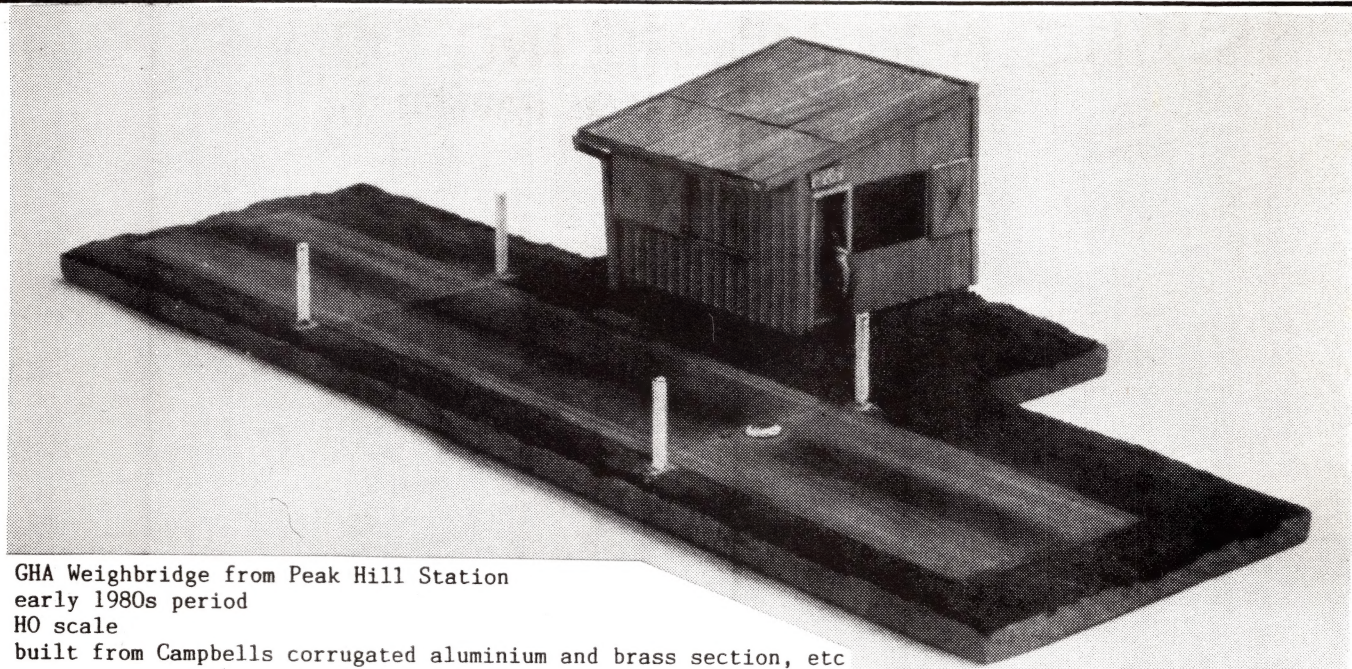
Scratchbuilt Structures

GHA S068 Metcalf Grain Silo from Peak Hill Station
constructed 1918, 1927, 1955; from early 1980s period

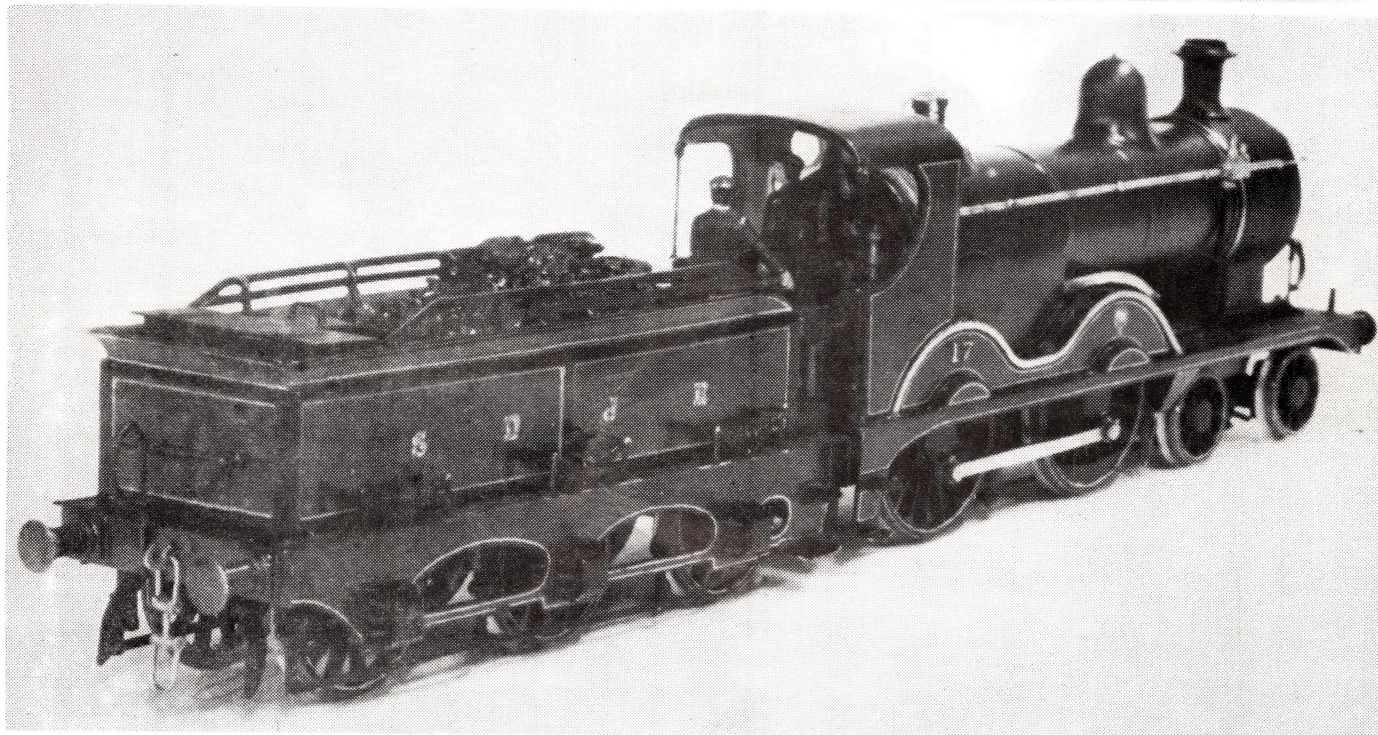
HO scale

p.v.c. conduit, styrene, corrugated aluminium, brass framework and details



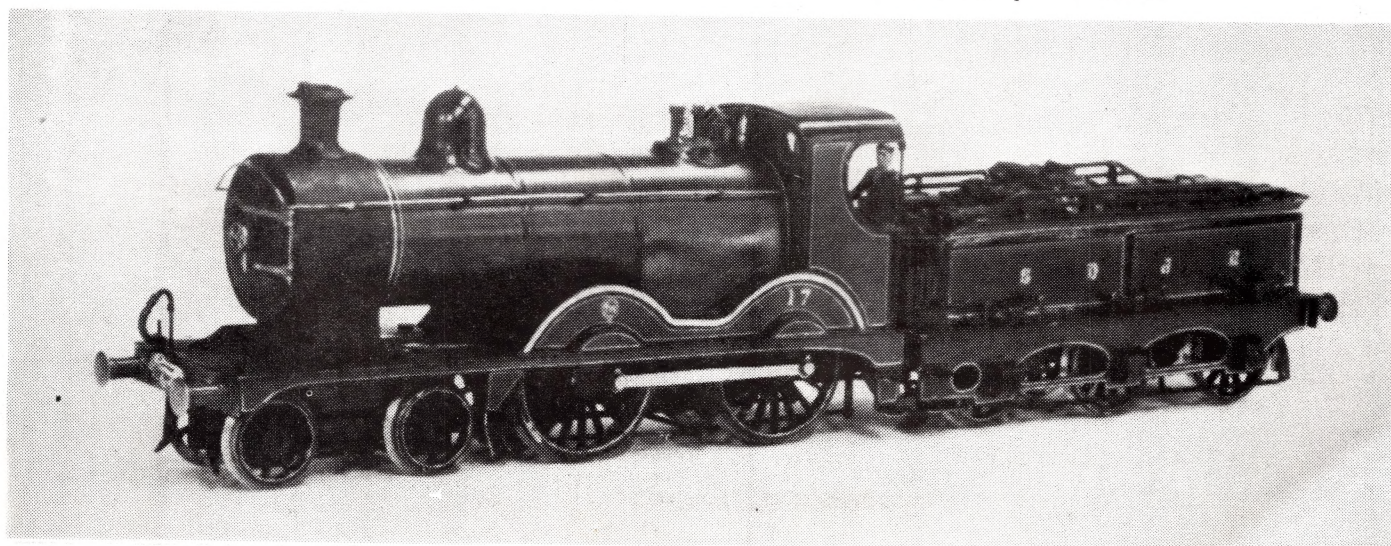


GHA Weighbridge from Peak Hill Station
early 1980s period
HO scale
built from Campbells corrugated aluminium and brass section, etc



PETER BETTS
Scratchbuilt Locos

Somerset and Dorset Joint Railway, Class 1P 440 mixed traffic loco
1912 period
EM gauge
entirely scratchbuilt from nickel silver, except for motor



REVERSE LOOPS AND TRIANGLES

by Steve Chapman

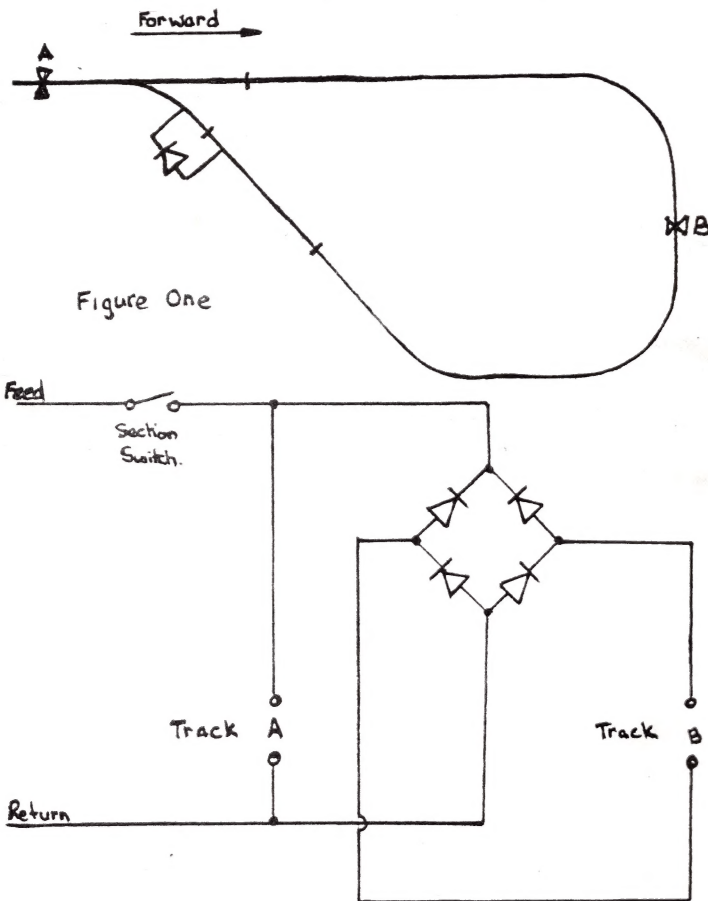
Two-track formations, which many people have trouble with when it comes to wiring, are reverse loops and triangles. The reason that these formations give problems is that at some point around the formation the feed rail and the return rail meet, thus giving the opportunity for short circuits if adequate care is not taken.

Many people who wire formations of this type use a reversing switch on some section of the track to reverse the polarity after driving the train onto the section, stopping it, and resetting the points. This type of solution still leaves the operator with the opportunity to leave a switch set in a wrong position and run a locomotive across a gap onto a section with the polarity incorrectly set.

This article gives solutions to each of these wiring problems which avoid the need for manually setting the polarity of the track.

THE RETURN LOOP

A simple return loop is shown in figure 1.



To wire a return loop (whether simple or complex) so that a train can be run around the loop non-stop requires that the controller be of the type that has a reversing switch (preferably without a centre off position) rather than a two directional knob. All of the layout with the exception of the return loop is wired normally; this includes the section of track approaching the loop labelled A.

Section B, the main part of the return loop (which to run around the reverse loop without stopping must be several times the length of the longest locomotive(s) which will be required to haul a train around the loop), is wired via a bridge rectifier (or four diodes wired to resemble a bridge rectifier) to section A. If common return wiring is used, section B is NOT connected to the common return.

A short section (slightly longer than a locomotive) is connected via a single diode to section A as shown in the diagram.

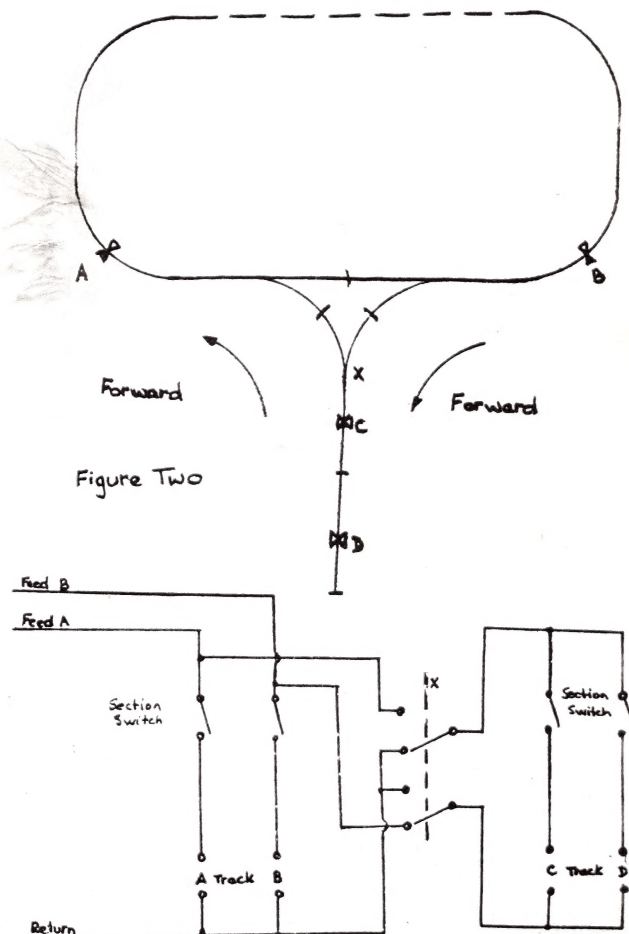
Operation of the return loop is now straightforward. A train proceeds onto the return loop in the forward direction. Once all of the locomotives on the train have entered section B, the reversing switch on the controller is thrown. Because section B is set up for travel in one direction only via the bridge rectifier, the only effect that throwing the reversing switch should have (if any) on the train is a momentary disruption to the current which hopefully will not even be noticed. Once the rear of the train has cleared the points, then the points can be thrown ready to receive the train back in the other direction.

If the train reaches the short section at the departure end of the loop before the points are thrown, then the train will stop because the section is isolated by the points. If the reversing switch is now thrown, then the train will also stop at this position because the section is only powered via the diode when the direction control is correctly set.

Complex reverse loops (ones with tracks coming off part way around the loop) can be similarly wired by working out which part of the track around the loop is most usefully treated as the reversing section and wiring it as shown.

THE TRIANGLE

A triangle junction is shown in figure 2.



To wire a triangle requires first of all to determine whether or not there is a straight through route and to determine which of the three tracks feeds the least significant track in so far as through running is concerned. The triangle can then be wired so that the selected track will have its forward direction reversed, depending on which of its two approach roads is selected.

Two changeover switches need to be set up so that they operate in conjunction with the set of points labelled X. All of the tracks fed by this approach to the triangle (sections C and D in the diagram) have their track feeds fed through this double pole changeover switch and are completely isolated from the main part of the layout, except through these switches.

Operation of the triangle can now proceed without needing to think about track polarity, except in so far as which way through the triangle that the train is to go.

Running a train in either direction between sections A and B can be done as if the triangle was not even there, just by setting the appropriate road through the triangle.

Running a train between A and C (in either direction) can be done by setting up the appropriate road and considering the forward direction to be as shown on the arrow next to that path on the triangle.

Running between B and C is similar to between A and C, except that the forward direction for all of the tracks attached to section C, etc, has been reversed and the direction control on the controller should be set appropriately.

THE DOGBONE CROSSOVER

A variation which looks like two reverse loops overlapped appears when you put a crossover between the tracks of a dogbone shaped layout.

A proper analysis of this complex reverse loop should lead to the conclusion that the correct piece of track to consider as the reverse loop is the section of track between the points that make up the crossover. This section of track is obviously not long enough to wire as we discussed earlier, and may also need to be traversed in both directions. A different solution is obviously needed.

The solution is obtained by considering the type of use for which the crossover has been provided, i.e. to shunt a train across from one track

to the other (if you don't intend to do this, then you probably don't need the crossover). When you are shunting a train through the crossover, it is obvious that another train cannot be run through on the mainline section labelled C (it is in use by the shunting train) so the solution is to make this the section of track which has its polarity reversed when using the crossover.

Again as we did so when considering the triangle formation, we can tie the reverse of polarity of a piece of track to the operation of points using changeover switches. This enables section C to have polarity to match sections A and E when not using the crossover and polarity to match D when the crossover is to be used.

An additional changeover switch is used to isolate sections F and G when the polarity of C is set to match D so that no problems will be encountered by trains running across from a section of one polarity to a section with the polarity reversed.

These short sections of track (F and G) which should be slightly longer than the longest locomotive(s) used to haul trains are appropriately located to act as isolating sections to hold trains at appropriately placed signals alongside the track, but I'll leave discussion of that until another time.

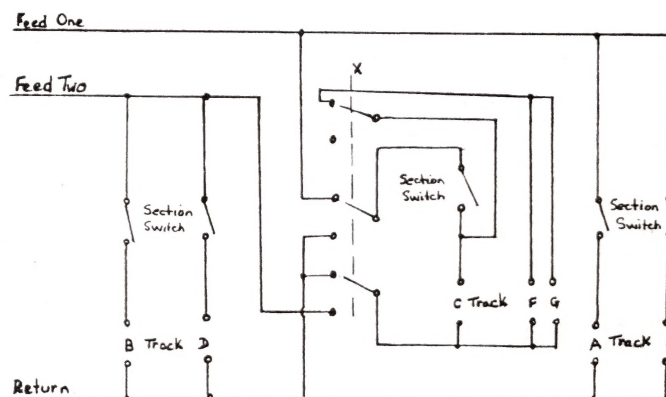
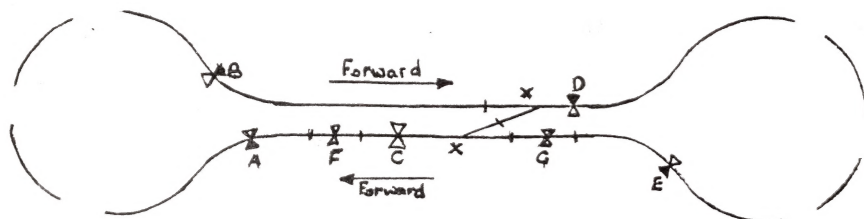


Figure Three



THE LATEST IN GARBAGE CONTROL

by Ted Ward

According to Mr T M Simmons, MA, AMI MechE, in his book 'Railways', published by Her Majesty's Stationery Office, London, in 1964, the original rail track had its origin in the mines of Germany, where children hauled or dragged sledges along planks. These sledges were replaced with something on wheels called a Hundt, or dog. The hundt had a circular disc of wood projecting downwards from the base, and between the two front wheels, which ran between the two planks and thereby kept the wheels, and hence the tub, on its proper path (Agricola: De re Metallica, 1556). Spare a thought for those kiddies.

Quoting further from Simmons' 'Railways', as far as is known, the first track to be installed in England was by Huntingdon Beaumont in 1604 at Woollaton Colliery, near Nottingham. Through the rest of the 17th century, rails and trollies, usually horse drawn, became more widely used in those primitive coal mines, and it is believed

that the flanged wheel was in use by the mid 18th century. The early 19th century saw the first locomotive being developed, and within a few decades, the world was spanned by rail.

The original freight traffic was coal, with general goods and passengers seen becoming a major revenue earner for the railways. The breadth and scope of railway freight and passenger operations is well known and is not the subject of this article. It is pertinent to observe that the original intentions of the first railwaymen are still being carried out, and that coal is being carried in megatons and passengers in megapeople. As we near the end of the second century of railways, a new freight traffic is building up in some places, and it is the steady regular routine kind of traffic which Those Who Plan Goods Timetables like. According to the consumer magazine, 'Choice', every consumer 'produces' 290 kg of solid domestic waste a year. Domestic waste comprises everything ever thrown into a garbage bin, food scraps, solvents, pressurised cans and

car batteries being only some of them. Everything is becoming a greater problem than ever for waste disposal authorities, and traditional disposal methods are increasingly being questioned. The old expedient of incineration is now known to be polluting the atmosphere, open tips are definitely unpopular and people who dump at sea usually get their own back.

The main source of fuel for locomotives was, of course, coal, and it is true that millions of tons of the stuff have been mined out of ever deepening holes in the ground. As these mines got deeper, most of them became more expensive to work until the coal became uneconomic to extract. Some ran out of coal and some became underpriced by their competitors, particularly the vast modern open cut coal fields. Some mines and adjacent ancillary services became too antiquated or outdated to compete in this modern world of efficient mechanisation. The abandoned or disused mines have been an immense security problem in that children and idle mischief makers have to be kept away. The abandoned mine buildings are usually eyesores and fire hazards, so it comes as something of a blessing to realise that a solution to the problem of waste disposal is in the form of abandoned mine shafts.

Most large cities generate tonnes of garbage daily, and it is imperative that it be disposed of as it is collected because it is an immense storage problem due to its offensive appearance and smell, as well as its hygiene problems, not to mention the cost of temporary storage facilities. All in all, the most effective way of handling it, at least for the next 50 years or so, is to collect it via wheelie bins and suburban collection vehicles and to dump it into covered hopper wagons at various suburban locations. These sealed rail vehicles could be shunted into garbage trains nightly and efficiently moved to a convenient mine shaft.

Most of the hardware for these operations already exist in the form of locomotives and modern covered hoppers. The suburban rail network is in place and collection points could be decided upon. With the rail traffic being night operations, there would be no real disruption to daylight or peak hour operations, and, of course, every coal mine has or had a rail connection. The only new work would be construction of the suburban transfer points and the rearrangement of pit-head equipment at the selected old mines.

The disposal of rubbish by rail has already started on one Australian railway system with the conversion of about 100 old four-wheel open wagons to 'DUMP' classification. This was done simply by erasing the original vehicle letter code and vehicle number and renumbering the geriatrics 'DUMP 1, DUMP 2 etc'. These vehicles are suitable only for dry heavy rubbish, such as scrap timber or steel, which is not likely to be blown out of the vehicle while it is in transit. They may find themselves in traffic to the new mine shaft dump sites when the suburban rubbish schemes start.

This new railway traffic will be easy to model using currently available coal hoppers or covered hoppers. These vehicles will never by the show-pieces of any railway system, so colour them dingy. Hopefully stringent controls over stray pieces of rubbish will be enforced so that there is never a rubbish tip look about either the collection points, the vehicles or the disposal points. It can be expected that such equipment may even have a clinical look about it if it is regularly steam-cleaned or if reasonably high standards or hygiene are exacted. Such vehicles may be owned by municipal authorities or leased

from the railway and painted in council colours.

Suburban collection points will probably be a covered hopper which is located on a siding very early each morning. The area will be enclosed for cosmetic reasons and sound proofing and the suburban collection vehicles will be collected from their various suburban points late each night after commuter traffic has finished and taken to the dump site. Rubbish or trash is very compressible, and so it is probable that it will be dumped out of the suburban collection truck in compressed form.

The equipment at the dumping ground will be quite simple. If rotary dump vehicles are used, as are presently used for coal and mineral traffic, the wagons will be drawn through a rotary cradle and turned over, two at a time. With a fearful roar, the day's trash will plummet down to its resting place for all eternity. It is possible that over time, the trash will decompose and settle, enabling more to be dumped in on that below.

To model the scenario above, place covered hoppers at various locations around your layout each timetable day. Collect them late each evening and transfer them to the dump site. After they are empty, return each to its former location taking care to put the right one in the right place as each place has a different sized wagon painted in its own council colours.

It is ironic that 432 years after that 1556 date of Agricola's *De re Metallica* and its mention of the early primitive plank 'railways' used in the German coal mines, it is railways and old coal mines which are to be used as one solution to modern mankind's most pressing problems, throwing out the rubbish.

Incidentally, the Agricola mentioned above was not Gnaeus Julius Agricola of AD40-93, but Gerogius Agricola, a German scientist generally regarded as the father of mineralogy and the founder of that science.

At 4 mm to the foot, 16.5 mm gauge works out at a scale $4\frac{1}{2}$ " track gauge. That is 7" underscale for standard gauge and only $7\frac{1}{2}$ " overscale for 00n3 $\frac{1}{2}$. Obviously then, 16.5 mm is nearly as close to being an accurate representation of 3'6" track as it is for 4'8 $\frac{1}{2}$ " track. 00n3 $\frac{1}{2}$ track would actually require a gauge of 14 mm and, of course, 00 standard gauge is modelled using various gauges, the most notable of which is 18.83 mm. Which leaves 4 mm scale modellers using 16.5 mm track following a prototype of 4'1 $\frac{1}{2}$ " and so what? Has anyone ever used 4 mm scale on 16.5 mm track to deliberately model a narrow gauge prototype?

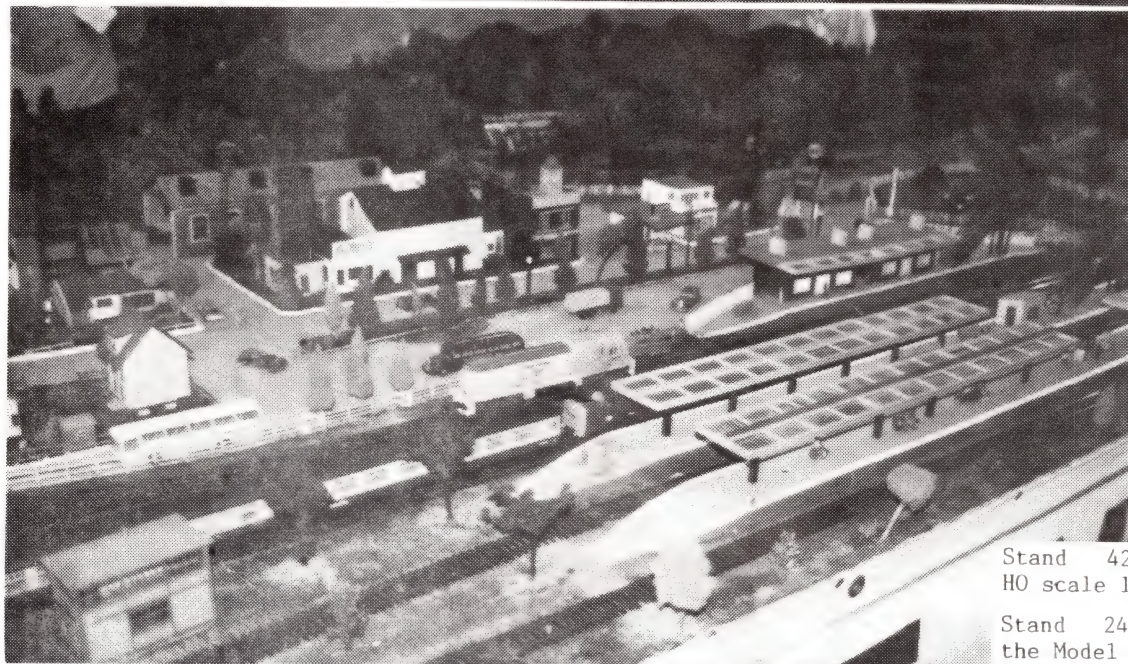
The author has worked for many years in a large railway workshop, during which time he has found nobody with any interest in trains outside their daily commitment to the job. This is not to say that there isn't among some a spark of enthusiasm for their job which eventually manifests itself somehow, and it was pleasing to see one welder who had his tool box repainted in the two-tone paint job of the railway's premier train. It would be easy for a modeller to paint his tool box or cupboard in the colours of his favourite train. The tool box spoken of was painted exactly as was the prototype, with striping done with electrical tape of the right colour.

Ted Ward

1988 QUEENSLAND EXHIBITION

A small selection of photos from the 1988 Queensland Branch Exhibition.

Stand 29 Quality scale Model Distributors display of US HO_{n3} models



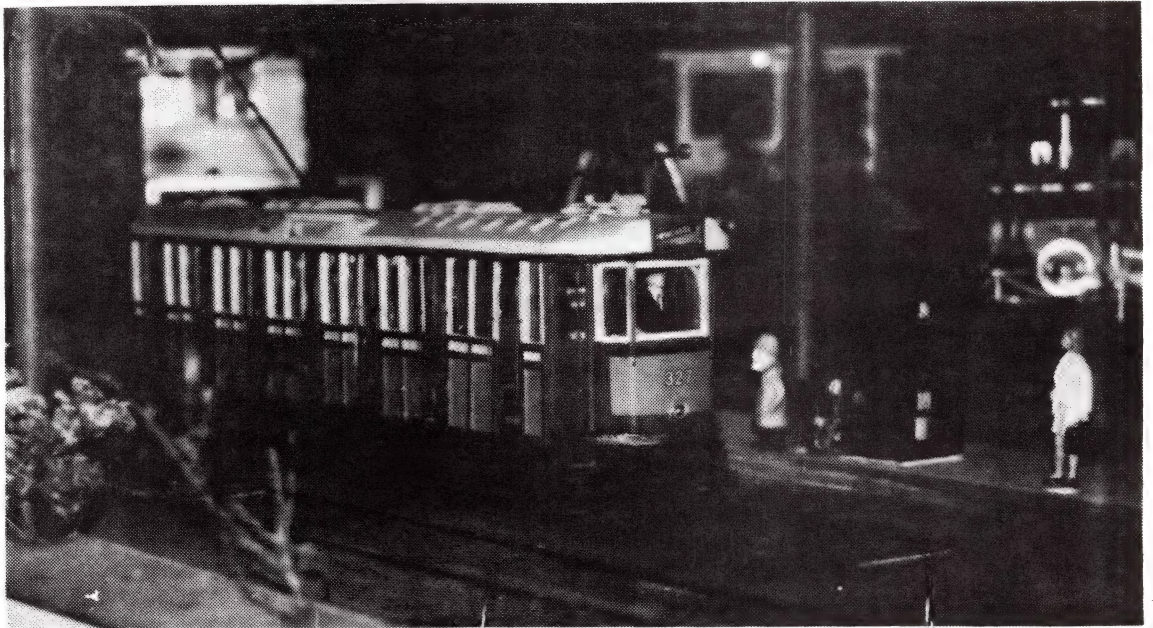
Stand 42 All gauge MRC HO scale layout

Stand 24 Tram layout by the Model Railway Group





Stand 32 Russel Pheniston's
models of Newcastle Trams



SOME NOTES ON TRAIN HANDLING

by W G Lewis, Assistant Chief Inspector,
The Clyde Engineering Co Pty Ltd,
and formerly Chief Engineer,
Westinghouse Brake (A/sia) Pty Ltd
June 1957

Ted Ward writes:

A document headed as above came into my possession, and on reading it, it was apparent that modellers would be interested in it too. Accordingly, permission from the Manager of Clyde Engineering was sought for permission to publish it in an enthusiast magazine, and this permission was subsequently granted. This permission was granted by a successor to the 1957 Engineer who wrote the notes, and it is interesting that the present Engineer gave permission with the proviso that it be made 'quite clear that the Company does not accept any liability for the validity of the contents'. The present Engineer went on to say 'we make this requirement simply because the writer believes the content, while well intentioned and certainly directed to the right area, comes to the wrong conclusions'.

Not being one to argue with an expert, that criticism of the notes must be accepted, but all that can be said is that different engineers obviously have different opinions. The original notes as printed are presented here because it is felt that if one takes note of the slack in a model train, one can drive one's model train more in the manner of the prototype.

Mr Lewis wrote:

The secret of smooth train handling lies in having the ability to control the slack to prevent it running in or out harshly. Slack action cannot be prevented, but the enginemmen who acquire knowledge of the various methods of controlling it and who use their throttle, sand, locomotive brake and train brakes intelligently, can nearly always control it to prevent damage and rough handling. The heavier the locomotive and longer the train, the greater is the care required. It is essential, of course, always to take into consideration gradients, curvature and the make-up of the particular train, i.e. whether there are loaded and empty vehicles in the consist, and how they are marshalled.

Slack cannot be changed both gently and quickly. Therefore, the first lesson to learn is that the slack should be changed as slowly as practicable, whether starting, stopping, accelerating or decelerating. When any of these operations is causing the slack to change, ample time must be allowed for the slack to completely run before anything is done to change its direction. As one illustration, when releasing brakes in running, the throttle should never be advanced until the slack has had time to run out, and even then, the throttle must be advanced cautiously until it is certain that the train is stretched. As a second illustration, when running forward and having closed the throttle, braking should be applied lightly until it is certain that the slack is all in and the train is bunched, then heavy braking may be developed, if required, without risk.

There are two kinds of slack - free slack and draft gear spring slack, and they supplement each other. Free slack is that which can be run in or out without compressing the draft gears; this slack merely permits shocks. Draft gear spring slack is the additional amount of slack which is developed when the draft gears are compressed by draw or buff; these gears always tend

to drive the slack in the opposite direction immediately by giving out most of the energy previously absorbed.

One of the things frequently overlooked by enginemmen changing from steam to diesel locomotives is the entirely different running characteristics of the two types of power. Steam locomotives always display relatively high machinery friction and for this reason, as soon as the throttle is closed, the train will close the slack and bunch against the tender - this is a considerable advantage as a preliminary to initiation of a brake application. On the other hand, a diesel electric locomotive is generally as free running as other rolling stock, and sometimes more so. Consequently, when the throttle is closed, the locomotive will maintain the train in a stretched condition which is not favourable to initiation of braking. The first action in this case must therefore be to bunch the train with a very light application of the locomotive brake (either dynamic or air), or an automatic brake application of minimum brake pipe reduction (6-7 lb per square inch). As soon as the slack has closed, heavy braking may follow if required.

It should now be clear that no head end brake, either dynamic, independent air, or handbrake, should be heavily applied unless the train is bunched. If this principle is disregarded, severe, damaging, or dangerous shocks can result. It must be clearly understood that any shock which is felt by enginemmen on a modern locomotive is a very heavy shock to the train - shocks light enough to be entirely harmless will never be felt on the locomotive.

It should always be remembered that all heavy shocks are able to cause derailments if sharp curves, turnouts, crossings, sharp changes of grade, heavy superelevation of curves, lightly loaded, or unevenly loaded vehicles, or vehicles with springing defects, are present.

Expanded polystyrene or 'coolite' is that white foam plastic used for packing or sound proofing or insulation purposes, to name a few. It is increasingly finding use as a modelling medium, being very useful for scenery where its softness makes it easy to use for mountains and sculptured rock formations. It is very easy to glue, using a water based adhesive, takes water paint readily and offers a lot of potential indeed, particularly on modules where lightness is sought after.

T.W.

Christmas 1988 falls on a Sunday with Boxing Day right after it on a Monday. Tuesday the 27th of December will be a public holiday, but the big department stores will be open on Wednesday the 28th with the remnants of their Christmas decorations slashed in price. That's the time to buy your plastic Christmas tree/s. The foliage of such trees is composed of hundreds of plastic fronds which are inserted into the branches of such trees, but each frond is about eighty millimetres or the old three and a half inches long. Each one vaguely resembles a miniature pine tree, but arborologists such as the average modeller can make them resemble other kinds of trees by the addition of coloured flock, sawdust or used tea leaves stained with green paint. Keep your hobby shop trees for the front of the layout and fill those typical big empty layout spaces with miniature ex-Christmas trees.

T.W.

Crossbar Relays

by Allan Dowel

The rapid development of electronic telephone exchanges has accelerated the demise of electro-mechanical types of exchange equipment. Even though the CROSSBAR system was only introduced into Australia in the middle 1960s, CROSSBAR exchange parts are now available through disposal sources.

CROSSBAR RELAYS are very much better than the previous BRITISH POST OFFICE 3000 and 600 type relays for two reasons:

- 1 They are very much newer, and
- 2 The design is much newer, having about 30 years' experience to learn from.

Comparative Features

- 1 Relay coils are more efficient and thus draw less power.
- 2 Relay coils have six terminals (against five), which permits three separate windings in one coil.
- 3 Relays can carry more contact 'springs' - 24 (against 18).
- 4 There are many more types of spring sets which save springs, such as DOUBLE MAKES (three springs which come together instead of two make spring sets which use four springs).
- 5 BUFFER BLOCKS (which hold some springs in position) are now fitted inside the spring set instead of beside it. This not only save space, thus allowing three spring sets (instead of two), but means that you no longer have to match spring sets with buffer blocks, or adjust springs to buffer blocks.
- 6 SPRING SETS are now UNIVERSAL in that any spring set can be fitted in the LEFT, CENTRE or RIGHT positions (previously, spring sets were either LEFT or RIGHT).
- 7 SPRING SETS are FITTED with only ONE SCREW due to a special locating lug.
- 8 COIL FORMERS are made of high impact plastic (whereas the BPD relays had brittle end plates).

9 RESIDUAL SCREWS and STUDS are no longer used. This job is taken over by flat coloured plastic strips which are fixed with a simple removable staple.

10 Relays are EASIER TO CLEAN (old solder and wires) because -

- a wires do not wrap around tags, and
- b coil tags are much stronger (a weakness with the BPO types).

11 RELAY CANS are connected by cables to plugs, which is far more convenient for us, rather than the BPO type relay set which required a special fixed plug, socket and frame.

CROSSBAR RELAYS have one small disadvantage - COIL WINDING resistances are not recorded on the coil as were the BPO types. This is not a real problem as long as you have a multi-meter to measure the windings. The coil resistances will give you a fair idea of voltage requirements.

Coils do carry CODE NUMBERS, so you can soon recognise those which you have previously measured, if you keep a list.

Total Coil Resistance	Typical Voltage
ohms	
50 - 500	12
500 - 1500	24
1500+	50

(This is only a rough guide - try them out on your power supplies, as coil efficiency and spring set loading will affect the voltage required.)

CROSSBAR RELAYS are AVAILABLE from the Victorian Branch shop (Willsland). Quote the voltage which you require.

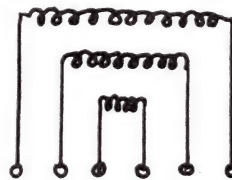


Figure 1 Coil Connections

***** THE GENESIS OF A JOURNAL ARTICLE

by Ted Ward

Writing for Journal is a very pleasant and most interesting task. One knows ones subject well enough to actually tell the tale and one is aware that it will be in print (probably!!) in the next issue. There is no two or three year wait for publication that some of the overseas magazines subject their contributors to and so our budding author is usually gratified to see his story in black and white within a few weeks of submitting it to the editor. Look Mum, they've published it. There are never any complications with cashing the cheque either, so there is nothing to be added to taxable income.

What sort of stories does the editor look for? There are a million stories and articles just waiting to be written. This author's latest submission to the editor is a story of railing domestic garbage to old mine sites for disposal, and it is simply based on a newspaper story. This story was printed using the usual media hype to promote hysterical political reaction to anything proposed which is new and controversial, but, there being no room for anything as futile as political comment in such an open and friendly paper as our Journal, the story was presented in a simple sincere manner which made the story

as useful to as many readers as possible, typical Journal fare.

As many readers as possible is the audience to write for. Most of us are in only one scale at a time, so we are best able to write for that scale and gauge. When one does the brain work to make any project possible, one becomes very aware of all the ramifications associated with the project. Step one is always the hardest, and in making that first step, many alternatives are usually considered. These alternatives should not be dismissed too lightly, for they are sometimes the basis for ANOTHER modeller to conceive and carry out the same project in HIS own way. As an example and for simplicity's sake, consider a hypothetical project article dealing with post and rail fencing. The best start would be to hunt around and find an extant example to base one's model on. After obtaining permission from the owner of the land, measure the height and length of each span and either average them out or build spans of differing prototype length. Submit plans to the editor showing the prototype dimensions rather than scale calculations. This will make the article useful to modellers in all scales. While measuring up the prototype fence, take several photographs to ensure a nice selection

to choose from for publication. Try and take your photographs either in the early morning or the late evening because this will mean that the sun is as low on the horizon as possible. A low sun eliminates vertical shadows and will light up under detail, particularly on dingy railway vehicles.

Models can be made from a great variety of construction material, ranging from the card and bristol board widely used early this century to styrene and other plastics now used for contest winning models. Very nice models are still possible using traditional methods, so do not arbitrarily dismiss any of the old ways. Try and cover as many of the alternatives as possible. This will enhance your own appreciation of modelling because it will give you a gourmet-like understanding and knowledge of the breadth of modelling tastes. In conducting or carrying out the preliminary research necessary before deciding on a course of action, make a note of all good points and any redeeming features of all the alternatives which are subsequently dismissed, because such alternatives may indeed by somebody else's cup of tea.

Further guidance on writing for Journal can be gleaned from old issues. What and how have previous contributors submitted? Feel free to improve on ANYTHING ever done before and any new way of doing any old thing is sure to be needed to update the state of the art. Blatant copying is obviously not on, and nor for that matter is anything written with malicious intent, but most readers appreciate a bit of tongue in cheek humor at times.

What this hobby probably needs most is what YOU think it needs most. While the subject is on your mind, take some time to make a note of what you think this hobby needs and spend a bit of time drafting out the details of the idea. Whether it be a new locomotive kit or a new shade of paint, whether it be a new way of wiring reverse loops or a new way of binding the Journal, take some time to work out the alternatives and come up with a successful and proven new way of doing it. Type or neatly print it out and pass it on to either the editor or the sub-editor for your State or Branch. Each sub-editor would like to have more material to pass on to the editor to show that your State Branch and State modellers are active in the hobby. Talk is cheap, but the printed word is priceless. Do yourself, your State, the hobby and AMRA a favour by sharing your valuable ideas with the rest of the world.

THE MIXED TRAIN

by Ken Edge-Williams.

In our model form, we run trains so often, that if our railway was in real life it would require the track to be upgraded to heavy mainline standard. Just think of how many branch line layouts have dozens of trains a model day and all on supposedly light rail and sharp curves, small bridges, crowded yards, and small if at all, locomotive facilities.

In real life most branches receive only about one train a day, and that is only if it is a busy one. A lot of branches in Queensland receive only a Bi-weekly Mixed.

A mixed train has great potential to a modeller as it combines all the different types of trains in one. A small diesel or old aging steamer could be the motive power. A brake van with passenger accommodation or if American, a combine, would provide the passenger facilities. If your branch is long enough or far enough away from the

Big Cities, then maybe a sleeping carriage, which comes through on the main line train could be included.

A lot of branches have a very large seasonal fluctuation and this could be to your benefit as depending on the number of friends you have over operating your layout would decide whether the Wheat or Stock etc. season is in or not.

If it is an arid country, then your train will convey a water gin or two or more, to provide loco water between stations and water for the fettlers along the way.

Usually the branch traffic is empty wagons one way as it is hardly ever that a branch line hauls fully loaded trains in both directions. Thus the train in the outbound direction would be longer than coming back in as it would have a lot of empty wagons to take out and thus could haul a longer train or it could be vice versa with light engine running to haul the surplus of wagons.

Roadside traffic is also a big part of the mixed's business and often there will be an iced wagon and a box wagon next to the van to carry the supplies for the locals along the way. In Queensland the most common wagons would be the CMIS and ABG iced wagons and the CLF,ALG,ALY and QX box wagons.

So why don't you put in a small branch line and run a weekly mixed. It is just the train for a newcomer to your layout to operate until he gets to know the layouts complexities, and the advantages are that if he strays from the timetable his train can be sidetracked to let the more important mail train overtake, just like in real life.

So stick on a branch, even a small simple one, and run the branch mixed. A lot of real mixed branch line trains travel over a fair section of mainline before they reach the branch junction, so you don't need to make the branch long or fancy.

***** QR STEAM LOCOMOTIVE MARKINGS *****

By Peter Kelly.

Most Queensland Railway steam locomotives carried their classification on their front loco buffer beam. It consisted of the letters A,B,C, or D followed by the diameter of the pistons.

- A. was for two driving axles
- B. was for three driving axles.
- C. was for four driving axles
- D. was for tank engines.

Thus you ended up with B15, C17, and B18½, etc.

If there were two loco classes with the same combination of axles and pistons, then the new class would often get another letter added e.g. PB15 (passenger B15.), DD17 (improved D17.), BB18½ (improved B18½.) and AC16 (american wartime loco.)

The odd ones out were the Beyer Garratts which had their name stenciled there and the ex Chillagoe locos AY and BY which showed the heritage of the Y class South Australian locos.

As well the locos depot was stenciled on the drivers side of the front buffer beam. Usually it was a letter, but sometime two, to distinguish similar towns. e.g. Cy (Cloncurry) C (Cairns).

On the back of the tenders were usually letters denoting the division the engine belonged to

- S.E.D. South Eastern
- M. Maryborough
- S.W.D. South Western
- C.D. Central
- N.D. Northern

So now you don't have any excuse to miss out these obvious markings on the steam locomotives.

Comparision Checks on a Stud of Locomotives

by Ted Ward

With a stud of locomotives numbering 11 in all, it has been of interest to note that not all are capable of the same performance, either in speed or draw-bar pull. Obviously, the larger the locomotive, the more it should be capable of, but, of course, there are other factors involved, the most significant being quality of manufacture.

Some simple trials have been effected, using nothing out of the ordinary and are of such interest as to warrant describing them here. On the layout where the tests were carried out was a small diameter loop on the mining branch and this was chosen as the testing ground. The line was built to mining standards, tight curves, low tunnel entrances and No 4 points, which are quite tight. Any loop at all would have sufficed and any long length of track or arrangment would have served the purpose as a test track.

The test or trial carried out was to run each locomotive over the timed course and compare the results to see which was the best and which was the worst. The locos were of varying ages and conditions, so it would not be fair to the manufacturers to mention names.

Various quick runs were carried out to see which was the fastest running locomotive and it was found that, at full voltage, the fastest would derail. The voltage was reduced until all locomotives would negotiate the track without trouble. The tests then began.

The speed control was left at the agreed fastest permissible setting, and was not touched throughout the tests. Each locomotive was placed on the track, and, of course, began to move. A digital watch was switched to the 'Seconds' mode and the engine held, its wheels spinning. As soon as the wrist watch indicated a convenient second, usually 10, 20 or 30, etc, the engine was released. Because the length of the loop wasn't terribly long, it didn't take an engine

at high speed very long to complete each lap and so each test was conducted over two laps. On a piece of paper, the time, say '10' was written after releasing the loco. The time was jotted down after the loco had passed its starting point twice, and the difference between the two times calculated.

First prize was to be awarded to the slowest locomotive, as slow locomotives look the best running over the less-than-perfect trackwork of the layout. Two locomotives were one second apart for the slowest place, but one, having eight drivers against the others four, handsomely came first. All the other engines had only four wheels except for the gas electric, which was disqualified from running on the branch because it couldn't get through the tunnels. The remaining four locomotives took about half the time to complete the test as did the winners, so the field was really spread out. Another locomotive was too big for the tunnels and two couldn't be entered because of needed maintenance.

It hasn't taken much time to conduct this interesting test, and the results have been quite significant. The Pride of the Fleet will be accorded due respect, but the other locomotives will be given what is due to them. Those needing maintenance will be shopped at once. The two which couldn't handle the tunnels will be dealt with appropriately. One will have the height of its stack or funnel reduced and the gas electric will be restricted to other parts of the layout.

Some of the locomotives didn't cost very much at all, and this was reflected in their performance. It is appropriate that the loco which cost the most also gave the best performance. Modellers with even a fleet or stud of two or three locomotives are recommended to compare their locomotives under test conditions. Some of the results could be surprising, and it is worthwhile to be able to list which engines need attention most.



FROM THE MAILBOX

The Managing Editor
AMRA Journal

Dear Roger

In Journal 183, I read the new Federal Secretary's comments about whether AMRA is a secret society, and whether the Federal Annual General Meeting should remain a public meeting.

May I as a member also be allowed to similarly and publicly express in OUR membership's magazine J-OUR-nal, an alternative opinion on this current topic. Please note that I am only following on from the Committee's own leading example, and reintroducing the same fit subject which the Committee itself has already chosen to discuss in our previous Journal.

I believe that the questions and answers which were discussed by the members at OUR Federal AGM should be published in OUR membership's magazine, by either a secretary or a Journal reporter. Until they are, AMRA will continue to remain a most secret society to the vast majority of AMRA members living in Victoria, Queensland, Western Australia, etc, who are never able to make use of the opportunity to attend this Federal annual meeting, which in recent years is always being held in Sydney.

Alternative solution. Because AMRA is an Australian wide Association, perhaps the easiest and cheapest Australian wide PUBLIC meeting would be to hold a limited correspondence conference via the members' magazine (i.e. the suggested ground rules being that after the release in Journal of the annual reports and financial statement, the Committee could receive, in writing, all relevant Federal questions up to a certain cut-off date. Then after that date, those questions with the Committee's answers could be published in Journal. All late and continuing new questions could be automatically censored. However, a late extension question(s) could be allowed to further elaborate on an already published, but unclear answer.). Such a direct communication channel would eliminate the bother of having to physically attend the meeting - across the other side of Australia. This would also allow the Federal COM to openly and fearlessly explain themselves officially ONCE, instead of the present, behind the back, second hand repeats to many individuals. Hence the membership would become instantly and totally informed. Thus the Federal COM would become seen as being answerable to every individual member it is serving across Australia,

rather than just being answerable to only the present local few in attendance.

John R Reid
New South Wales

The Editor
AMRA Journal
Dear Rex

The following comments are made in the interests of fair play and equal opportunity, and in response to the letter from John Skilton in the September/October issue of Journal.

The real and only complaint by the self described dissenters in the NSW Branch is not about the procedure, but is about the results of the elections at the NSW Branch AGM in 1988. Fairly obviously, a particular clique set out to arrange an election coup d-etat by introducing, without prior notice and contrary to accepted practice, the ploy of presenting some 14 proxy votes. In the past anyone would have had little or no difficulty in persuading the COM and the members present that the use of proxy votes was quite proper and in accordance with the Constitution. However, the COM had the knowledge and the strength of purpose, so on that occasion the arguments were rejected by the President, and the proxy votes were refused acceptance in accordance with the provisions of the NSW Constitution. Incidentally, John has subsequently confirmed the action taken by the President by quoting from that Constitution in paragraph 5 of his letter - now, was that a Freudian slip or a typographical error?

John has a long and illustrious career in the NSW Branch of AMRA, and occupied the generally unloved and unwanted office of Treasurer for a quarter of a century. He has been known to me for many of these 25 years, and during that time showed an outstanding capacity to work diligently and consistently for the development of the NSW Branch, and the property at Rockdale. He is held in high personal regard by me and his support and assistance on many issues will always be remembered and appreciated. As a past member of the COM, I supported many of his actions, despite his sometimes unorthodox approach. We came to agree on many topics, ranging from model railways to high fidelity audio equipment.

But on Constitutional matters I have been astounded by John's amazing ability to vary his version of the dominance of the Federal or the State Constitutions in order to meet his desires for some particular set of circumstances. In the past, his versions have been presented with such sincerity and conviction that the great majority of members could not possibly disagree with him - unless they had had the time and the opportunity to examine the Constitution beforehand.

Again at the 1988 State elections, John proposed for office a member who had served with distinction in the Federal and State COM and as President of the NSW Branch until he became ineligible for office because he then fell within the definitions of a professional modeller. There is no doubt that John would have been aware that the definitions of a professional modeller were unchanged, and that the member still fell within those definitions. The President was obligated to reject that nomination strictly on Constitutional grounds, and, unfortunately the additional hurt of a second rejection was exacerbated further when John was replaced as Treasurer - and would have been replaced despite the 14 proxy votes being accepted and put in his favour. While John's claim, repeated over a decade, that he would be pleased to relinquish office, had been

accepted by all members, there was no doubt that John enjoyed being Treasurer, along with the appreciation that he deserved and also with the privilege and power that he assumed.

The matters raised in paragraphs 3, 4 and 6 of the letter appear to have several possible translations. If the intention was to present a case for the acceptance of proxy votes under the present Constitution, then John has quoted the provisions in paragraph 5 of his letter, and those provisions quite clearly do not apply to elections. If an amendment, deletion, or addition to the Constitution has been proposed, then the procedure to be followed is in accordance with the Constitution, and any attempt to subvert the provisions at the behest of one or a group of members should be opposed with utmost vigor by all other members.

With a background of considerable experience as a Presiding Officer at polling booths for Federal and State Parliamentary elections, there is no doubt that the intentions of the membership at the 1988 elections were achieved, and that the elections were held honestly, and any statement to the contrary would be a lie and a nonsense.

Rockdale is not the personal property of any one member to be used as a private domain, office, storeroom and workshop. The self described dissenters do no service to themselves or to the modelling fraternity generally by association, without regard to legal or to moral issues, with such destructive and scurrilous activities as have been exhibited over the new HO layout and the 1988 State Branch elections. There appears to be a Machiavellian influence over some members, and if Stephen Thomson of that 'Newsletter' infamy is an example of such influence, then John should be ashamed and Stephen would do well to seek advice on the extent of libel which the COM of both Federal and State bodies could be expected to suffer before legal action is taken against him.

John has been said to oppose incorporation in the past, but now appears to be in full support of it. The thought has been expressed that his change of view could be associated with a sample paper that included provision for proxy votes at elections. However, if the eventual papers of incorporation have been quoted accurately, then acceptance of proxy votes at elections is not automatic, and inclusion of all detail shown on the sample papers was not mandatory.

By all means let's have incorporation as quickly, efficiently and effectively as is possible, but in the meantime do not destroy so much of the goodwill and fraternity that has been achieved by so many dedicated and devoted modellers over so many years.

I trust that the wisdom and the skill of dedicated modellers will prevail, so in accordance with the aims of AMRA, let's remember that -

RAILWAY MODELLING IS FUN

and enjoy it.

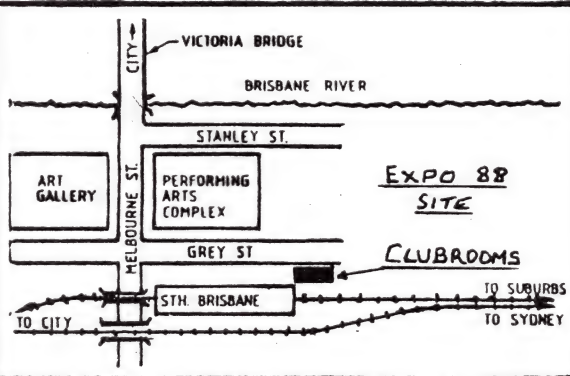
Tom Parkes
New South Wales

I don't know if this has got much to do with railway modelling, but whenever I visit my two widowed aunts, both in their eighties, I find myself kissing a couple of old boilers!!! T.W.

STATE



NEWS



THE GREEN BOARD

President's Piece

I would like to start my piece this issue with a tribute to Arthur Hayes. Arthur informed me before our AGM that he would like to stand down as Branch Treasurer, a position that he held since 1975 and let someone else takeover. Arthur took over as Treasurer when I think we had only about eighty dollars in the bank, it's a little more now, but he has done an excellent job of guiding the club finances over the years. He is one of those quiet, unassuming characters that when asked to do something, just gets on with the job. He rarely complains but is always ready with a smile and a few words of encouragement when things don't seem to be going the way you would like them to.

Unfortunately we are unable to give Arthur long service leave or a golden handshake for his service to the Branch, but I would like to offer my sincere thanks on behalf of all the Branch Members for a "Job Well Done."

As you read this Expo is a thing of the past. When it started just over six months ago it seemed a long way down the track before it would finish, but I don't think I've ever experienced a period of time that has appeared to pass so quickly. Hopefully with the passing of Expo, the parking restrictions that exist around the clubrooms will be eased and clubroom activities will get back to normal, and importantly that you will all make the effort to visit the clubrooms.

Most members of the Qld. Branch are probably aware that the C.O.M. has for some time been working towards the incorporation of the Qld. Branch. This has to date been a very slow process but at last I am pleased to report there appears to be a light at the end of the tunnel. One major hold up has been the time or rather the lack of it needed to rewrite the Branch constitution to meet the Qld. Justice Dept. requirements.

With the help of Keith Andersen and Jim Christie, the rewrite has been completed and all that remains now to do it type the proposed Constitution up (Which will be hopefully completed by the time you read this), have it ratified by the Branch membership, endorsed by the Federal C.O.M., and then pass it onto the Justice Dept. for final approval.

A special meeting will be called at a date to be announced for the sole purpose of adopting the new constitution. We do not plan to send out copies of the proposed constitution to individual members but have copies available for inspection on the day of the meeting. This is to try to keep down the costs. Once the new constitution has been

approved by our Branch members present at the meeting, the Federal C.O.M., and the Justice Dept., we will have the new Constitution printed with any changes that may be necessary and then a copy sent to each branch member.

On closing and with the festive season coming up I would like to wish you all a very safe and happy Christmas,

Bob Mawson.

ATTENTION SENIOR CITIZENS.
 by Ted Ward.

Senior Citizens of the Branch are invited to attend and participate in daytime meetings which are held on the third Thursday of each month, commencing at 10am and concluding after lunch. Tea making facilities are available, bring a sandwich if desired. Our senior modellers will be given the opportunity to be responsible for certain aspects of the new layout in whatever way they prefer to contribute. For more information, ring Ken Innes on (07) 3491013.

 I recently had the privilege of being the AMRA Qld. Branch representative at this years SCMRA seminar "Another Day with Model Railways" which was held at the Upper Brookfield Hall on Saturday 11th June.

The purpose of this seminar is to present a variety of topics in an informal atmosphere to assist newcomers and seasoned railway modellers to enjoy their hobby more.

The topics covered this year were; Planning a layout, Tracklaying, and Australian Structures.

Bound copies of all the speakers notes were provided to all participants.

Information presented by the speakers on each topic ranged from the basics to suit the needs of the beginner, to the more detailed, sufficient to provoke the brain cells of any experienced modeller into action.

The presentations were interesting and informative, punctuated by some lively discussions, and broken by three excellent refreshment stops.

As well as the modelling examples accompanying the various speakers, Darcy Brittain provided a display of a selection of products available from retail outlets.

In all it was a most enjoyable and informative day, and credit is due to the SCMRA for the organization of this seminar,

Geoff Perkins.

VISITORS

by Alan MacDonald.

Expo 88 has brought thousands of visitors to Brisbane, many from overseas. Amongst them has been Railway Enthusiasts, and we as the Queensland Branch have had the pleasure of meeting some of them.

Secretary Jim Christie received word from one American who wished to visit our rooms, (which incidentally are only a few metres from the turnstiles into the Expo 88 site.) on Monday 4th July.

Most members having to go to work, only left some of the "oldies" available, so Jack Houlihan and myself had the pleasure of manning the clubrooms to welcome the visitor, who arrived early p.m.

From a town close to Salt Lake City in Utah, Steve Carr turned out to be very enthusiastic about railways and models of such, so for the next couple of hours most of the conversation centred around that topic, interspersed with quite a bit of comparing things American to things Australian in general. Utah compares roughly with Queensland on a population basis of about 1.6 million, not much by way of Railroads, and quite a lot of land of not much use. He has travelled extensively throughout the U.S.A. and was conversant with most aspects of American Railroads and the beauty or lack of it, and of the localities where the tracks go.

We showed Steve around our rooms, library, and so forth, and then it was upstairs to where the proposed new layout is to be built. (Not yet commenced due to no access with the materials through the Expo forecourt till after 11.30pm.) so we had nothing to show on that point. The old Exhibition layout, on the point of being dispensed with, is still assembled, so it was worth a look.

Then out through the door onto No 1 Platform of the South Brisbane Expo Station, where trains were coming or going every few minutes. Steve's camera worked overtime, catching both 3 car and 6 car sets of E.M.U.'s, a diesel drawn freight, two L.E. Diesels heading for one of the Southside yards to pick up a load, and the Sydney Limited, double headed on its way interstate on the track adjacent to platform No 2. After a brief discourse on other types of power and rolling stock for passenger use, along came a set of the Stainless Steel cars (Diesel drawn) which came into service some 30 years ago designed for the then proposed electrification of the suburban system, and which was abandoned shortly after work began. So a good cross section of the Q.R. of today was seen.

On the subject of days gone by we then spent time looking at our showcase, which houses a cross section of stock modelled on overseas prototypes, also some Australian, and mostly Q.R. Having worked for many years on Q.R. locos, I was able to give Steve quite a lot of info on them, and also rolling stock, pointing out the various types, from Garretts, BB's, the C classes etc. as far back as the B13's also describing their shortcomings or merits, and also why some of the rolling stock was designed as it was- for instance, a cattle wagon with a Guards compartment at one end and a compartment for the Drover at the other end. The showcase also contains a model of most Q.R. Diesels as far back as the 1200 class of the early 1950's, so what Steve didn't see on Platform 1, he saw in Sn3½. Thus a fairly good idea of what Q.R. is all about.

As Steve had also been in W.A., S.A., Vic., and N.S.W., I am sure that he must have headed back to the U.S. the following day with a fairly wide knowledge of Australia and its Railways.

He told us that he had a marvelous time in Australia, and had been invited into an Aussie home in Sydney for dinner, of which he described it as 'fun times.' He left us with a memento of his

visit, A book, similar in style to most books on Railways, titled "Ghost Towns of Utah" by Stephen L. Carr. Though not a book dealing with Railways, it will be a valued addition to our library. Thanks for it Steve. Would have been great to have had your company with more members available, Maybe next time.

ANOTHER VISITOR. FROM USA.

by Steve Malone.

On the 4th June, Eddie Espindola of Watsonville, California, organised a visit to the clubrooms. He was on tour with the Watsonville Band who were playing at EXPO and other venues. Staying at the Gold Coast and seeing Saturday 4th June was an AMRA club day and a free sightseeing and shopping day on his tour itinerary, he said he told his wife that morning "I am going Railroadng" as he set off on a bus to Brisbane and AMRA Qld.

Eddie arrived at the clubrooms at approx 1pm and was greeted by all members in attendance and viewed all parts of our clubrooms. Eddie was certainly a talkative, likeable guy and gave us some interesting railroad posters and was keen to show off his Railroad watch complete with moving train for a second hand. Eddie had previously asked in early correspondence to see some railroad museums that we had, so about 2.30pm Eddie and a few members caught an Expo Express Ipswich electric train to Redbank to visit the QR Loco Museum. Eddie was impressed with the Q.R. in general and also with the museum. The rest of his visit was taken up visiting the home layouts of U.S HO modellers, John Armstrong and Harry Parkes. Many thanks to John and Harry for their hospitality.

Eddie lives across the road from a MacDonalds Restaurant at home, so he was interested in trying our Aussie style for himself. One evening meal was held at the local Big Mac where the staff were interested in meeting a guy from the U.S. Eddie commented "How come you guys don't have fries in three sizes, small, medium and large, like we do in the states."

At home, Eddie runs the Wiskey Hill R.R. in HO scale which started life in 1946 as an 8' x 8' and lived a checkered life until 1984 when a permanent home, a room 24' x 24' was added to his house. Eddie does a lot of kit bashing from Rivarossi models and has built many unusual locos up to a 2-8-8-2. He has 360 engines and 600 cars. He is a retired fire chief and is President of the Wiskey Hill R.R. while his son, Dennis, is a carpenter and is the Railroads Construction Engineer.

Eddie doesn't live far from where the late John Allen lived with his famous Gorre and Daphetid HO Railroad and Eddie and his friends spent a lot of time helping John with his 2nd and final layouts- with construction and operation.

While we have had many overseas visitors we must not forget the locals from Aussie and we have had the pleasure of Dave Bennett and Glenn Watson from N.S.W. with others from even New Zealand.

TENDERS FOR LAYOUT.

Tenderers for the purchase of the Queensland Branch Exhibition Layout now have until the 30th December 1988 to lodge their bids with the Secretary Jim Christie at 32 Wana Street, Sunnybank. Qld.

This is for the layout, scenery, track, but not the buildings nor rollingstock.

Branch Notes

A resume of the minutes of the 85th and 86th C.O.M. meetings is here presented, and reveals that the said Committee is ably managing the business and the affairs of the Queensland Branch.

Items discussed included the provision of public liability cover for future exhibitions, purchase of a new white projector screen, the sale of the H0n3½ module, and the financial affairs of the exhibition.

The taxation liability of the club was discussed and inquiries are being made into exemption.

Kieth Trueman priced new refrigerators for club rooms and one being now purchased and in use in the kitchen. The previous one died of old age.

Tenders to be called per the Journal for the purchase of the club exhibition layout. This is to include the fixed items, track and controls but to exclude the buildings. Closing date to be Thursday 3rd November, with all bids being addressed to the Secretary, Mr J. Christie.

A request for membership list from a retail trader was declined. The booking for the next two years have been made for the RNA hall for our exhibitions.

Entertainment being considered include a railcar excursion and a movie night.

The idea of celebration of the 40th anniversary of the old Brisbane Model Railway Club via special commemorative glassware subject to member support.

AMRA asked if possible to staff the QR layout during the Brisbane Exhibition. (this being equivalent of Sydney's Royal Easter Show.

Rules for incorporation of the Club were discussed and the several were looked at with the one provided by the Beenleigh Steam Society considered suitable for the Branch and will be used as a model. Following a vote at the members meeting the name Australian Model Railway Association Queensland Branch Incorporated was accepted as the new name of the Branch subject to Justice Dept. approval.

A Mr T Knight of Warwick wrote re interesting members of the branch and AMRA in production of a Qld. loco in N scale. This was advertised via the branch notice board.

A curious situation has arisen where there is a circular in the Railway Department forbidding the photography of Railway Stock, plant, and equipment. No doubt this has arisen due to the abuse of railfans hindering the free flow of railway activities by their stupidity in their actions. Remember, the railways have no obligation to allow you on to their land especially with the 25,000 volts floating around just above your head.

Thanks was extended to Steve and Debbie Malone for the production of the Members sheets with all the meetings and activities and with the Journal notices there is no reason why you do not know of the club activities.

A.G.M. ELECTION RESULTS.

The results of the Annual General Meeting and the resultant elections are as follows;

PRESIDENT	Bob Mawson
VICE PRESIDENT	Jim Bilby (Big Jim.)
SECRETARY	Jim Christie (little Jim.)
TREASURER	Neil Johnman
COMMITTEE MEN.	Ted Ward
	Keith Trueman
	Tony Weber.
BRANCH REPORTER	Ted Ward
LIBRARY	Steve Malone
	Tony Weber.

A very worthy recent acquisition for the Qld. Branch was the donation by Dr S. Suggitt of copies of the American publication "S Gage Herald." Dating from volume 2 no 1, September (Fall) 1961, and running through to Nov Dec 1978. The magazine covers the S Gage "seven eighths of an inch track guage" models largely used in USA. Thank you Dr Suggitt.

Visitors to the branch on Saturday 15th October included Trevor Knight, Ian Baguley and Brett Bender, all from Warwick Qld.

Continuing improvements in the Branch facilities included the installation of a Gilkon Slide and Movie Screen. This is fitted high on the wall above the notice board, and can be lowered for screenings. The installation was done by Steve Malone.

AM I IMPORTANT ?

by Ken Edge-Williams.

We often hear people complaining that they worry that their efforts at modelling or building a layout will be laughed at.

If you build anything and someone is critical of your effort, then listen to them as they most likely are advising you how to rectify your mistake. More than likely they were like you once and are thus speaking from experience.

But if the person giving the advice can not do better than you - then maybe their advice is not worth listening to, after all look how it has helped them. Sometimes they could be jealous of your efforts and these kind of people need to be taken with a pinch of salt.

Then there are those kind, who seem never to be satisfied with your efforts and are continually giving you advice but never running you down. Why? Well maybe they think you are important enough to them to share their experiences with you because you are worth it.

So remember to listen when someone is critical of your efforts - they might have something important to say.

OMENS

by Ken Edge-Williams.

I believe in omens - for instant, if I was on an ocean liner and I saw the captain rowing away in a life boat, then I'd worry.

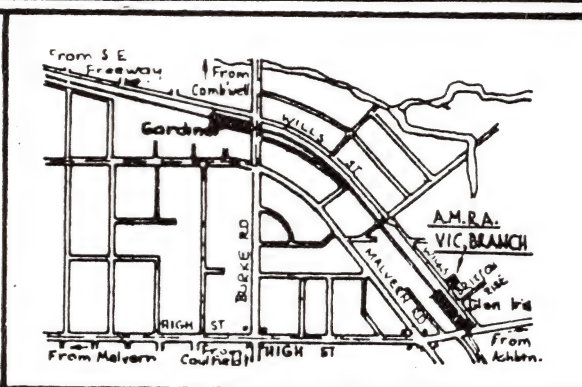
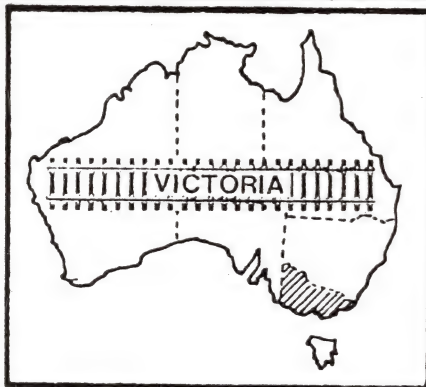
If I was in a club where members were knocking the efforts of the club instead of trying to pull it out of its troubles, I'd also worry.

It is no use being too critical of something unless you are prepared to pitch in and do your bit to help solve the problem. That is called constructive criticism.

Which brings us to the problem of people who complain of the lack of content in the Journal or A.M.R.M. Of those who are critical of it, how many have sent in contributions?

A club or association consist of members working together for mutual benefit of each other - not a parasitic set up with the benefits flowing one way. It should be not what the club can do for me but rather what can I do for the club. I-H-I-N-K

If you are complaining that an article has not been written for your interest, it is probably because some person somewhere is waiting for your article to stimulate them into writing the article you are waiting for, so get out the pen and start writing.



President's Piece

Well here we go again, within a few short weeks 1988 will draw to a close and our Bicentennial Celebrations will become part of history. Apart from the events that were staged through the year, those in the eastern states were given an extra bit of interest with certain engines being painted in special liveries. Not to be outdone, one supplier of HO scale equipment has come up with a model of the real thing. So when we see these models in years to come, they will remind us of the significance of this year.

Before I get too far into these notes, I would like to welcome to the Association some new members. They are as follows:

Mr M A Farrell, Mentone - scale HO
 Mr J Podmore, Daylesford - scale OO
 Mr M Whiteman, Mornington - scale N (USA)
 Mr G W and Master G J Puttock, Yallambie - scale N (British)

Mr G R Sadler, Moorabbin - scale N
 Mr P C Gawthorn, Glen Iris - scale HO
 Mr I Gunst, Blackburn South - scale HO/OO (Trams)
 Mr J Lester, Frankston - scale HO
 Mr H J Meijer, Elwood - scale HO
 Mr G N Barry, Glen Iris - scale N
 Mr J Lyth, Mitcham - scale HO
 Mr B G Reid, Caulfield North - scale HO

As we near the end of the year, I feel it is appropriate to remind you all of Camberwell. We are now talking weeks to get things organised. Please let John Frost know early of your help with the roster. The task of covering jobs is much easier if we know well beforehand of what YOU can do. Remember, if you can spare only a few hours for the whole weekend, that time will be appreciated. For 1989 the following layouts are expected to be on show:

Kittery, Togus and Maine (HO $n2\frac{1}{2}$)
 Crafton (HO)
 Emu Mountain (HO)
 Clinchfield (N)
 Franklin County (HO $n3$)
 Broadford (HO)
 Kyneton (HO)
 Diekurbadtaleisenbahn (HO)

In addition, there will be layouts by the Light Railway Research Society of Australia, LGB, Triang Hornby and Hornby O Tinsplate. As you can see, 1989 will give a good mix of British, German, US and Australian.

Still on the subjects of layouts, I would like to express our gratitude to the members of the Melbourne Model Railway Society for their valuable assistance with work on our Club, as well as exhibition layouts. For those people not aware, the MMRS lost their library and layout in a fire that gutted the 100 year old Cairns Memorial Church, in the basement of which they were located. As a result of this loss, the AMRA has invited MMRS members to the use of both

our Clubrooms and layout while they look at future options. It is hoped this action will keep the MMRS operating as a strong and viable group of modellers.

Meeting Nights over the past two months have been most enjoyable. At the August Meeting we were given an excellent presentation by Russell Edwards of recent (in the last few years) slides taken in Victoria and New South Wales. It is indeed encouraging to see young people like Russell recording recent happenings in the railway industry. Their efforts will help create an historical record for people to view in the future. The September Meeting saw Peter England and Roger Lloyd showing us how to weather locos and wagons quickly and easily using the dry brush/chalk method. Peter was even observed to demonstrate on some of his Great Western locos, has this man no shame! For those not aware of this technique, it was a new experience. So, if you are not adept at using enamels/paints or the air brush, this method is a safe alternative. If you are not happy with your efforts, just wipe off and start again.

At this time these notes were being prepared (September), the concept of a Very Fast Train between Melbourne, Canberra and Sydney was receiving a fair bit of attention in the media. Certainly the existing interstate service is not doing much to hold patronage. Both the Daylight and the Limited Express are showing their age, and the promised upgrading of the Southern Aurora cars has not happened. Also the introduction of XPT services by 1989 now seems remote. To my knowledge, no orders have been placed for the three trains needed to operate the service. With the NSW Government now adding its support to the Group planning the project, it looks like the writing is on the wall for interstate passenger services. Already the SRA is looking to double freight train sizes to Melbourne (2000 tonnes) and to reduce journey times for Superfreighters from the present 13 hours to 10 hours. Obviously a lot of money will need to be spent upgrading the track to achieve this, but with an absence of passenger trains, the task of scheduling for express freights operating at speeds up to 125 kmh will be that much easier.

Finally, and on behalf of the Victorian Branch Committee of Management, I would like to wish everybody, a Merry Christmas and a Happy and Prosperous New Year.

Geoff Brown

KYNETON LAYOUT

As listed on page 114 of Journal 186, there is still a great deal of work to be done prior to the Camberwell Exhibition. Volunteers are urgently required to carry out some of those tasks.

Program

At the Clubrooms unless otherwise stated.

DECEMBER

- 4 Sun Timetable operation - USA - 1.30 - 5 pm
 8 Thur Christmas Meeting - 8 pm
 Bring a plate, reverse raffle
 Model - Australian or other kit
 Photo - Railway slide at least 10 years old

JANUARY 1989

- 8 Sun Timetable operation - UK - 1.30 - 5 pm
 12 Thur Running night - no competitions - 8 pm
 29 Sun Running day - your equipment - 1.30 pm

FEBRUARY

- 5 Sun Timetable operation - Australian -
 1.30 - 5 pm
 9 Thur 8 pm
 Model - Open standard categories
 Photo - Red Tait or Dog box train
 12 Sun Working Bee - 8.30 am - noon
 19 Sun Invitation Day - other clubs invited -
 11 am
 26 Sun Running day - your equipment - 1.30 pm

General News

REPORT : OPEN DAYS

The Clubrooms Open Days this year were once again a success. After a slow start on Saturday, attendance picked up nicely on the Sunday.

The girls selling eats and drinks contributed handsomely to the profits, while the U-drive layout, with Thomas the Tank Engine, was as popular as ever with the kids.

We gained six adults and one junior member.

Thanks must go to our members who gave their time and demonstrated their skills in various ways.

Without your support, this worthwhile exercise of promoting our hobby and easing the burden of our Treasurer would not be possible.

W M Secker
 Layout Manager

MELBOURNE MODEL RAILWAY SOCIETY

Following the loss through fire of the MMRS layout, the Victorian Branch offered them the use of the Glen Iris Clubrooms and layout. Alan Dowel expressed the thanks of the MMRS for this offer and they have the use of the layout on the 1st and 3rd Friday evenings in the month.

FRONT ROCK RUBBLE WALL

Recently the wall was sprayed with 'Round-up' to help control the grass and weeds. Thanks to Neil Hambly for handling this matter.

OPEN DAYS (PUBLIC)

Over the last weekend in August 1988, 664 adults and 303 children attended, giving a profit of just on \$1000. This compares to 564 adults and 308 children in 1987 and 686 adults and 360 children in 1985.

Once again it has proved to be a worthwhile event for the Club to hold, and members are requested to give some thought to next year's days to be held on 26 and 27 August 1989.

SEPTEMBER MEETING

Syllabus Item

Peter England demonstrated his method of weathering locomotives and rolling stock using artist's pastels - using mainly black, white and brown colours.

Competition Results

Photographic - Train Crew on Duty
 Print - Arthur Woods 80 points
 Slide - Arthur Jenkinson 90 points

Models - Open Competition

Rolling stock - Peter Jenkinson - G/F wagon 98 points
 Structures - Arthur Jenkinson - Scratchbuilt Mine 89 points

OCTOBER MEETING

Syllabus Item

Peter Jenkinson provided a video show covering the following:

South African Steam (March 1985)
 Zimbabwe Steam (Garratts) (April 1985)
 English/German Steam (1985)
 Victorian Steam (1987)

Models for Display

Ian Gunst (new member) displayed models of Melbourne trams W1 and W2.

Fyfe Thorpe displayed the Bicentenary Power-line 81 class loco and Sydney suburban set.

Competition Results

Photographic - Manual Turntable
 Print - S Westerman - Dorrigo 75 points
 Slide - A Jenkinson - Forrest Miniature Railway, Devon, UK 75 points

Models - Australian or other kit
 None submitted

VICTORIAN BRANCH SUB-EDITOR

As from this issue of Journal, Bob Marsden, 21 Levina Street, Clayton 3168 (telephone 544 5079) has replaced Ron Thomas in the above position. Ron will continue to co-ordinate the collation and mailing of Journal.

SEPTEMBER/OCTOBER AND TIMETABLE DAYS

Confusion occurred among some members when it was decided that, owing to the NSW Exhibition and Bathurst 1000 being on the first Sunday in October, the normal timetable operation day was bought forward to the previous Sunday (with cancellation of the normal September running day).

While this was announced at the previous timetable operation day (4 September) and at the Meeting Night (9 September), it seems that some did not get the message. The Branch Committee apologises for any confusion caused.

1989 EXHIBITION

To be held at Camberwell Civic Centre from Friday 10 to Monday 13 March 1989 (inclusive), with setting up on Thursday 9 March 1989.

It's time to start thinking about what your contribution will be to this very important event. Roster sheet is available at Meeting nights for names, times and dates, etc, OR refer to John Frost (telephone 848 2236) for further information.

MEMBERS

Recently Gordon Fox and spouse and Peter England and spouse visited Queensland on a car tour. The Sub-Editor is still trying to work out the truth of what occurred (train-wise naturally). As anyone around the Clubrooms can tell you, when 'Foxy' and Peter get together (one being LNER and the other GWR), it is pretty hard to get to the bottom of events. May be some slides, etc, of the trip would be interesting!

Recently Jack Treseder and wife Dot visited Europe, England, Canada and USA. Jack informs us that he has plenty of slides, etc, for a future meeting night.

JOURNAL ARTICLES, ITEMS, ETC

The Managing Editor (Roger Lloyd), The Editor (Rex Little) and Sub-Editor (Bob Marsden) are always on the lookout for any items, etc, for Journal.

TIMETABLE OPERATIONS

Sixteen members attended the USA prototype day held on 4 September. Equipment supplied by A McKenna, G Nitz, R Bogie, J McClure, R Marsden and R Blackley.

Sixteen members attended the UK prototype day held on 25 September. Equipment supplied by A McKenna and P England.

Library Notes

The Puffing Billy Preservation Society have had many years' experience in raising money, as well as steam. This year's effort is a delightful production, A Puffing Billy Scrapbook. It is just that, a collection of press cuttings, assembled and provided with just enough linking narrative, by Chris Alger. Those who remember the death and rebirth of the little train will sigh with nostalgia; those who came to it later can enjoy the story, as it came about, through the clippings. It is a pity, though perhaps inevitable with a story told completely from the outside, that the work behind the scenes is not written up, or that work which has not yet hit the headlines rates no mention. Restoration of the Climax is not yet news, and the only mention of G42, the Garratt, is in the imprint note. Proceeds from the book are going towards restoration of G42.

Librarians love reference books (whether anybody refers to them or not). I was therefore delighted to receive two this month. SCR Publications have put together, with the aid of their microcomputers and a hell of a lot of hard work, a 25 Year Index to the Australian Model Railway Magazine. An enormously valuable thing, and very good fun to click through: I keep finding articles I'm looking forward to rereading. References are to page numbers within the numbered issues, with an Issue Listing, of issues and dates within each volume. There is a listing of articles by authors, one of plans (buildings and rolling stock), and one of articles, by their titles. A subject approach has been attempted, by some ingenious inversion of titles, so that Fitting Kadee Couplers also appears under Kadee Couplers, Fitting. I have two quibbles only. The booklet is produced in a smaller format than the Journal, so that it is messy to bind in with it. And (I can understand why) the editors have excluded new product reviews, so that it is not possible to find one's way back to the often very

useful hints on assembly of kits, from the experience of the reviewer.

Still, the publishers are to be congratulated, journal itself (congratulated every two months) and now on its Index. Many serious modellers will be buying it, even if they don't keep and bind AMRM. Back issues can be bought from the publishers, as can photocopies of articles - or you can read them in the Library.

The other item is A Comprehensive Glossary of Railway and Modelling Terms, compiled by members of the British Railway Modellers of Australia, edited by 'Ångström' (I'll bet our typesetter can't handle the accents) and available from Peter Betts. Basically UK jargon, but plenty of American and Australian as well, and including diagrams for the parts of a locomotive and several valve gears. Like any dictionary, glancing through it reveals just how many words one is really woolly about.

Invaluable, one would think, for a newcomer to the hobby. Still fascinating to an old-timer.

To the prototype, in three different states. Commuters, Shoppers and Scholars, by Marc Fiddian, is a history of the Melbourne to Lilydale line. One has to say, I suppose, that the line did not have a wildly exciting history. It's a nicely produced little paperback, though its half-tones do show the rather faded quality that offset usually presents. I would guess that its main interest would be for people living on the line, to be amazed at how long (or how short) a time it was since such-and-such an event occurred.

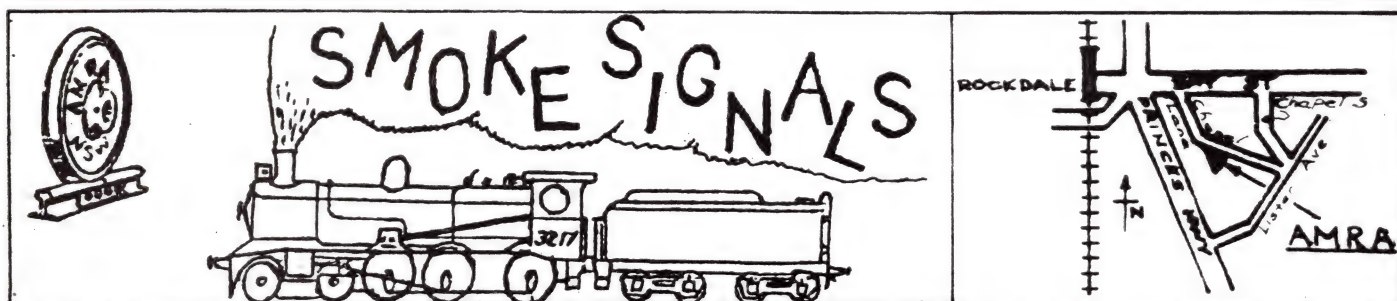
The colliery lines around the Newcastle area in New South Wales have been the inspiration of many modellers, myself among them. Adamstown to Fernleigh by Ed Tonks is a reminder that one of them, the Belmont Line, is still, precariously, in existence. It has carried coal, goods and passengers, and used steam, diesel and rail motors to do so. The book is another handsomely produced A4 volume by the NSW Rail Transport Museum, consisting of excellent photos from all periods of the railway's life, with extended captions, amounting to a history of the line. Certainly of interest to anyone modelling the Hunter, or looking for a versatile line to model.

Farewell Old Chums, compiled by Ken Mitchell, is a much slighter work, a homage by the ARHS, Queensland Division, to the 1200 Class diesel electrics of Queensland Railways. Being English, they were known as 'chums' as were the later 1250 Class. This booklet is a pictorial tribute to the two classes, both now written off. The photos deserve a little more contrast in their reproduction.

Victoria's State Transport Authority Plan (STAP) investigation was announced in December 1986, and four discussion papers were distributed to interested parties (including, indirectly, the Library) in August 1987. After discussion of these, a Draft Final Report, V/Line Towards 2002 has now been produced. In their care not to produce a political document, the authors have carefully avoided anything that might look like a recommendation, limiting themselves to five scenarios, presented in the form of tables. This makes them extraordinarily difficult to absorb, which may explain why there has been so little public debate so far.

Almost as difficult to read, but possibly of more immediate interest to modellers, is another General Appendix to the Book of Rules and Regulations..., this time for 1979, to add to our collection.

Brian Southwell
Librarian



The President's Piece

The Exhibition is past and we find ourselves on the run down to the end of the year and school holidays. Consequently the program is heavily biased to layout operation.

Highlights of the program to come (at the time of writing) are the Federal AGM on Friday 11 November, the Auction on 3 December (possibly a good opportunity to pick up a Christmas present for that young man or yourself) and the Christmas Dinner at the Clubrooms on Friday night 9 December.

The last auction was only moderately well attended, with the smallest number of lots on offer that I can remember. Perhaps this will make for a bumper auction on 3 December. Should this prove to be another small auction, consideration will be given to holding auctions only once every six months.

This year we will be involved in the Great St George Railway Festival. Hawkesbury will be displayed, together with the Hurstville layout in the old (over 100 years) goods shed at Hurstville on 19 and 20 November.

Because of the holiday season, the January program will consist only of layout operation, but this year, to cater for the country members who may be visiting Sydney at this time, the Clubrooms will be open at all normal meeting times - i.e. the 1st and 3rd Saturday afternoons and 2nd and 4th Friday evenings.

John Skilton's letter published in the last issue of Journal may seem very plausible to members who weren't at the Branch AGM in February, but it is full of misinterpretations of the Constitutions and distortions of the facts. A legal opinion obtained from a firm of Solicitors and Attorneys by the Branch Committee of Management, and circulated to all members of the NSW Branch, states in part:

- 1 The Federal Branch has no control over the running of the State Branch.
- 2 Proxy votes are only allowed under the State Constitution for additions or amendments to the Branch Constitution. Committee members are elected at AGMs by a show of hands or ballot, NOT proxy.

John Skilton has refused to accept this opinion, setting his interpretation of the Constitutions above that of the legal profession. Since the Branch AGM in February, John and his associates have continued to bombard both the Branch and Federal Committees of Management with abusive and near libellous letters, and by his actions has caused division in the Branch.

It is to be hoped that by the time you receive this issue of Journal, the problem with the self-styled dissidents will have been resolved and we can all get on with enjoying our hobby to the full. (This subject is now closed - Managing Editor.)

Wishing all members a Merry Christmas and a bright and prosperous New Year.

Bob Wardrop
President

EXHIBITION REPORT

The 1988 Sydney Model Railway Exhibition is now history and was quite successful, despite competition from an air show at Bankstown - just 8 km away - and the Bicentennial Naval Salute on the Sydney Harbour. There were over 40 non-commercial layouts operating, plus semi-commercial and commercial stands. Several commercial exhibitors also featured operating layouts.

One very popular stand was the scenery demonstration conducted by Ted, Kay and Robert Flowers. Layouts on show included Rod James' Crafton from Grafton, the Brisbane N Scale Group, the Wollongong Model Railway Club's Gum Creek, Graeme Clancy's Thornbury from Canberra and Keith King's Cockroach Creek from Newcastle, Norm Read and Col Shepherd's ever popular O gauge layout, Tim Stewart's A'Becketts Creek (which is in process of being sold), Les and Dawn Goldie's Dammerung Eisenbahn (a 1 gauge Marklin garden railway system) and the Epping Model Railway Club's Maitland.

The Sydney Society of Model Engineers provided a static display of complete and partially built live steam locos up to 7½" gauge, as well as a few plane and boat models. Set up in a 40' long air conditioned ex tourist coach and featuring all scales from Z to 1 gauge, the Marklin Distributors' fine display was too high to enter the hall and so was made a free exhibit outside the main entrance.

Sixteen millimetre films with railway themes, both historical and comical, from the State Film Library were shown in the Theatre by Roger Cantwell. One of the most popular films was 'The General' starring Buster Keaton. Railway videos were also on show on many of the commercial and semi-commercial stands. Commercial exhibitors came from as far afield as Canberra, Melbourne, Brisbane and Perth.

A new feature this year was the provision of a tea and coffee bar for the workers and exhibitors only. Providing service throughout the exhibition in an area apart from the public - this feature was much appreciated.

Counting the take-away food and nibble bars, a total of 71 stands were available to the public. The usual Smorgasbord was held after closing time on the Saturday night and was preceded by the presentation of awards, which were as follows:

Best Layout

No 51 - Gerry Hopkins' 'Franklin County Railroad' depicting the Maine 'two footers' (narrow gauge) of the USA c.1941.

Best Australian Layout by an Individual

No 58 - 'Crafton', Rod James' HO scale NSW prototype layout based on Grafton.

Best Australian Layout by a Club

No 48 - 'Warrah', an HO layout depicting the Railways of NSW and exhibited by the NSW Model Railway Club.

Best Non-Australian Layout

No 56 - 'Thornbury', an N scale layout based on LMS practice c.1947/48, exhibited by Graeme Clancy.

Best Trade Stand

Toyman Imports - displaying and selling a wide range of equipment and incorporating an operating layout.

The Brisbane N scale group's layout (stand 43) and A'Becketts Creek (stand 65) were both highly commended by the Judges.

Congratulations to all award winners and thank you to the Judges, Bill Cooper and Pat Watson.

The results of the Open Modelling Competition held in conjunction with the Exhibition are reported elsewhere in this issue of Smoke Signals.

The most popular layout, as voted by the public, was also No 51 - Gerry Hopkins' Franklin County Railroad. This year voting was taken over the three days of the Exhibition.

The Sydney N Scale Model Railway Club's trophy for the best N scale layout was presented to Keith King for his Cockroach Creek layout, No 24, featuring NSW main and branchline running.

The Iron Horse Hobbies Shield was this year presented by Graeme Hearn to Joe Callapari of Casula Hobbies for his contribution to the hobby.

Results of the Guessing Competition1st Prize

A complete HO layout with a Thomas the Tank Engine train set - J Webster, 7 Charlotte Close, Lurnea, NSW

2nd Prize

A Marklin HO train set donated by Marklin Distributors - Wayne Dunbar, Lot Y Silverdale Road, Silverdale, NSW

3rd Prize

A Marklin Z train set donated by Marklin Distributors - Robyn Dixon, 16 Armentieres Way, Matraville, NSW

Door Prize

A Fleischman HO train set donated by Bill Webb Model Railways - W J Clow, 21 Carrington Avenue, Mortdale, NSW

These results were published in the Public Notices of the Daily Telegraph on Thursday 6 October.

Congratulations to the winners, and thank you to Marklin Distributors and Bill Webb Model Railways for donating the prizes.

We were pleased to welcome visitors from Brisbane, Melbourne and Perth. It is on occasions like this that one realises that we do belong to the AUSTRALIAN Model Railway Association.

I would like to thank all those who helped to make the Exhibition a success. To the members of the Committee of Management for their unfailing help and support, to Kathy Knife and Sue Betts especially, and the other ladies in the food bar; to Corinne and Ivo Bunker and their family and friends in the Nibble Bar; to Charles Nightingale and Margaret who looked after the workers' rosters and to Val Hogan and Shirley Hetherington who tended the needs of the workers and exhibitors in the coffee and tea bar. Thank you most sincerely.

Finally, a word of appreciation to all the workers and exhibitors, for without them there would be no exhibition. Their ready co-operation contributed greatly to the smooth running of the Exhibition.

Bob Wardrop
Exhibition Chairman

Layout Notes

HO LAYOUT

As the 'elderly clique' were engaged on pre-exhibition work, e.g. building layout for 'raffle', refurbishing Hawkesbury, etc, very little work has been done on the layout.

The five memory controllers are now completed and working, thanks to Charles Nightingale. It might be noted that prior to making these units, such things as PCBs, transistors, diodes, etc, were as completely foreign to this member as the Varangian language, but with the minimum of arm-twisting and guidance, these units have been well made, and after a couple of hiccups with the first, the rest all worked first pop. Thank you, Chas.

It was mentioned in the last report, vacancies exist in the scenery department - as yet there have been no offers????

I would draw the attention of operators and potential operators that to remove a hand held controller, it should be grasped firmly at the base of the socket and pulled straight out, NOT BY THE CORD or wiggling, such careless handling will cause damage, and, if detected, could lead to suspension of the operator concerned. It is Club property for your use, please respect it, and the same applies to everything else in the Clubrooms.

Norm Read

N ScaleOne of the very first informative N scale narratives

A strange visionary sparkle has appeared in the eyes of the construction team as the dream begins to assume its final form. The peninsula now exists beyond all doubt. As the scenery is double sided, risers for the backdrop have been erected down the centre of the peninsula framework. The legs have been bolted to the floor and some bracing is attached. The plywood roadbeds for the junction (Wallamundra, based on Wallerawang) and the terminus (Killham, based on Grenfell) have been laid and the tracks are being drawn on. The narrowness of Killham, 350 mm, contrasts with the depth of the township planned behind Wallamundra. When complete, with many Australianised kit buildings, this should look most impressive. Many kits have already been purchased and are assembled and ready for placement on the layout.

A recent trip to Bowring station near Goulburn has provided the team with measurements and photos of the building to be used on Harding station (near the 0 gauge steps). The styrene substructure for this is now under construction. The two story building, when complete, will provide a pleasant blend of picturesque and simplicity. The goods shed, based on the largest standard in the NSWGR drawings of 1913, will also help to relieve the flatness of the sprawling yard area.

If anyone is interested in helping with the scenery work, please contact me. This is the part where the layout begins to come alive. Be part of it.

Glenn Watson

NSW BRANCH OPEN MODELLING COMPETITION, 1988

This competition was held for the second year running in 1988 at the October Exhibition. Again the number of entries in each category was low. This was again due to the lack of publicity.

The difficulty in reaching modellers rather than the public must be overcome if this is to improve.

There were 16 entries in all, but only one category had more than one entrant, and thus a competition. The placegetters in the Scratchbuilt Structures category were as follows:

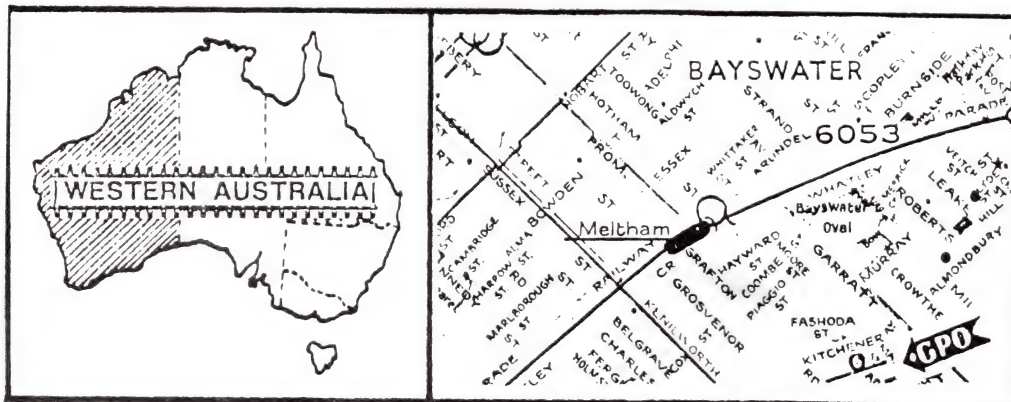
1st place James McInerney, Glb Goods Shed,
(Candemah Cup) HO scale

2nd place Kieran Ryan, S068 Metcalf Grain Silo,
HO scale

WHERE ARE all the other modellers? I hereby announce to all and sundry that the competition will be held next year, same time, same Bat-Chan-nel. We need good models to show the public what we are capable of. Everyone was impressed by what was in the showcase, but these four entrants were disappointed that more people didn't compete against them. So! See you next year then!

Glenn Watson

All correspondence regarding NSW Branch matters should be addressed to - The Secretary
AMRA NSW Branch
PO Box 194
ROCKDALE NSW 2216



EXTRACTS FROM "BRANCHLINE"

New Clubrooms

I am pleased that many members have asked how the new Clubrooms are progressing as they seem to all have bought shovels, paint brushes and other tools, and are ready to start work. It has been a long grind, with unforeseen delays which has made it difficult to give a firm start date.

We now have revised drawings available to be passed to the various authorities for approvals. We have not changed the floor plan, but have made some structural changes which will save on construction costs and future maintenance costs.

I hope to be able to say in the next report that we have started work!

Barry Keens
Project Manager

Membership Matters

Don't forget that membership subscriptions for those who joined the Association before July 1988 are now due and payable before 31 October. Although all membership subscription payments made through the Branch have been forwarded to the Federal Registrar to meet that deadline, we will still take your payment at ModelRail '88 on 30 October and we will send the accumulated monies off on the following day, BUT that will be your last chance to use the Branch facilities for maintaining your membership benefits intact. If you have not yet paid and you will not be at ModelRail '88, then make your payment direct to

Program

DECEMBER

3	Sat	Auction
9	Fri	Christmas Dinner (details later)
17	Sat	Layout operation
23	Fri	Layout operation

JANUARY 1989

7	Sat	Layout operation
13	Fri	Layout operation
21	Sat	Layout operation
27	Fri	Layout operation

Meetings at Clubrooms, Chapel Lane, Rockdale, are held on -

1st and 3rd Saturdays
and

2nd and 4th Fridays

Meetings, unless otherwise specified, are:

Fridays 7.30 to 11 pm

Saturdays 2 to 5.30 pm

Note: AMRA (NSW) Clubrooms telephone number is - 59 1899.

the Federal Registrar.

We welcome the following new members of AMRA to the Western Australian Branch, and we hope that their involvement with the Branch will be fulfilling for them.

Geoffrey Bell, Bateman - HO
Iain Brunton, Heathridge - HO/OO
Sue and Nicole Cauley, Kelmscott
John Caven, Busselton - Vic Railways HO
Peter, Sylvia, Oliver and Shane Dawson, Morely - N
J W Hickinbotham, Maddington - OO
John and Jared McLean, Duncraig - N
Jan Scheepmaker, Brakpan, South Africa
Ted Skinner, Karlgarin - OO/HO
Ken and Nicola Smith, Padbury - OO British Railway
Matt van Rensburg, Freeway Park, South Africa
Matthew Wellinger, Inglewood - OO/HO

We also welcome back, after a year's absence 'in the wilderness', Beryl Quinn, Gavin Wickin and Jim Gregg.

All this is grist for the mill when considering the growth of the Association over the past year. Norm Read, the Federal Registrar, has sent me a tabulation which showed the Association membership rose from 811 in August 1987 to 902 in August 1988, an increase of 91. Of that number, the WA Branch provided 53, Queensland 29, New South Wales 6, Victoria 1, Tasmania 1 and overseas 1. It seems that we have been the most effective Branch in AMRA in recruiting new members and holding on to existing members. The Branch membership at August 1988 was 203, an increase of 35% in the past year! We are now 22.5% of the Association total membership, which is not

bad for a State that has about 12% of the nation's population! Well done everybody!! Keep up the 'good work' by maintaining your membership of the Association and by assisting to recruit new members too.

Alan Porter
Branch Registrar

Program

DECEMBER

5 Mon Locomotive Sheds by Peter Dean
Peter's current layout is a multi-road, many locomotive (about 35) shed belonging to a certain railway which operated out of P.....h (there were two railways which operated out of the P.....h which I know of in Devon. Which one is it? - Ed), but no doubt some details apply to all locos sheds.

10 Sat General Club Activities

14 Wed AMRA Facilities Help Research, Part 1
by Ted Thoday and friends

We have an absolute 'mine' of information in our Library, etc, and this talk is devised to help newcomers (and older members, who should know better!) to make their way around it and get the information they need for their model railway.

19 Mon Video Night

It's nearly Christmas, let's relax with some 'real' films.

28 Wed Timetable Running on Haltwhistle

The last meeting of 1988. Let's see if we can make those trains run on time (just for once!).

TIMES OF MEETINGS ARE AS FOLLOWS:

Mondays and Wednesdays	8 pm
Saturdays	2 pm

All meetings are held in the Clubrooms, which are on Meltham Station, unless otherwise stated in the Notes. The rooms will be open at least 15 minutes before the times mentioned above. Visitors are welcome at all meetings - just introduce yourself to the Duty Committeeman.

SYDNEY SIDELIGHTS

1 THE CASE FOR ABOVE THE GROUND (BASEBOARD) WIRING

A two-week stay in Sydney meant that I rode 'the sparks' from Chatswood to the city daily, and, as a result, was able to observe closely the lineside items; most noticeable to me was the way that the CTC cables (I think they might have been) were strung, or laid; sometimes on the ground, sometimes in boxes (mostly smashed) and also hung on anything handy, such as fences, etc. The same is also true of Melbourne.

If you put your model railway wiring up like this, people would say that you were careless - well!

There was also plenty of other clutter, newly cleared ground, vehicles, tools, etc - lots of inspiration for modelling!

2 TIMETABLING

'Anything goes. For example, travelling out to Chatswood, our train arrived at North Sydney and after what seemed a rather long stop, we are told by the PA that 'this train will not proceed any further' (it was a stopping train to Hornsby).

Naturally, I have to prowl up and down the platform to see what's up; sure enough, the roof of a coach near the pantograph had hit a projection and was torn open.

More news on the PA - 'The next train to Hornsby will be on platform 3' - end of message! Anxious passengers file in and away we go - away we go, all the way to Chatswood, non stop. Frustration and mild panic erupts as people who did want to get off at those stations through which we flash 'at the speed of light'. Startled looks are also shown on the faces of people expectantly waiting for us to stop as these same stations, as we flash through!

On talking to the 'locals' who use the trains, we were told that if a train (or trains) were running very late, that train simply drops out of the timetable so that the others can catch up!

3 CONCLUSIONS

So, for the railway modellers, the Sydney system had all the answers, but their customers weren't very happy. And who will scribble multi-coloured graffiti on their coaches as I saw in Melbourne! (Same thing can be seen on Sydney trains - at least in 1986, and I don't suppose they've improved since then - and now in Perth - just look at what the idiot fringe has done to the last surviving ADX railcar down at the Claisebrook sidings! Editor)

George Bristow

A VERY DISSATISFIED CUSTOMER

We usually publish an occasional letter expressing satisfaction with the speed or quality of service or the quality of goods supplied by some mail order trader in some far and distant land. This time we have one where none of these things have been able to be measured - because there has been no response at all!

From Peter T Chandler, who is not a member of AMRA, but would like to share his experience with us all.

"In December 1986, I contacted Gerald J Elliot (formerly Bristol Models) regarding his advertisement in the June 1986 Railway Modeller to enquire whether his range of white metal kits were still available. I received a prompt reply in the affirmative, and in January 1987, despatched a sterling cheque to the value of £19.40 for an SR 700 Class body and tender kit, tender wheels and postage via surface mail. When the kit had not arrived by May 1987, I sent off a query and received a reply stating he had been ill, orders had fallen behind, but my kit would shortly be on its way. It had not arrived by December 1987, so I wrote again, demanding either kit or refund. No reply!

A further letter written in the same vein in July 1988 has so far met with no response. Efforts to find a telephone number for the elusive Mr Elliot via international directory enquiries have drawn a blank.

While having a whinge to Kevin Derrick about this matter, he informed me that, to his knowledge, several members of AMRA were in the same boat. Perhaps The Branchline could be used as a forum to find out who exactly is owed what, since when and how much by Mr Elliot. If sufficient information is gathered, then may be a strong letter could be written to the UK modelling press, in particular Railway Modeller, in the hope of gaining some redress. I notice that 'GJE' has not advertised in Railway Modeller since that June 1986 issue. Perhaps some 'press' exposure may jog

his memory! I have records of all my correspondence with him, and although it is only a matter of \$50, it is the principle that annoys me! How do other readers feel about this?"

I sympathise with Peter and his problem, as I shall relate below, but I feel that the chances of success via the Railway Modeller may be slim. Every issue of that magazine has an escape clause printed on the editorial page, saying, "WHILE EVERY CARE IS TAKEN, THE PUBLISHERS CANNOT ACCEPT RESPONSIBILITY FOR THE ACTIONS OF ANY ADVERTISERS IN THE MAGAZINE".

As far as I know, it is only the Railway Magazine which has some form of mail order protection scheme. However, it only applies if you take some action within two months of the despatch of your remittance.

My experience with Bristol Models (as it was at the time) are even more harrowing than Peter's, and required two personal visits to his address at 76 Station Road, Filton, Bristol. Mind you, I did not travel all the way from Australia JUST to see Mr Elliot, but as I happened to be in England on company business, I took the trouble to travel to Bristol twice to see him, because he would not reply to letters or, if he did, he promised actions which never came to pass. Also, the apparent lack of one of Mr Graham Alexander Bell's apparati, namely the telephone, did not make it any easier to contact him and demand a reply. My own saga started in July 1981, involved at one stage over £100 of outstanding goods, was almost satisfied after my first visit in July 1983, but still left some £54 of goods not supplied until my second visit in February 1985!

The address of 76 Station Road is not a shop, but one of about 100 or so houses in a terrace near Filton and Bristol Parkway stations. It is where GJE lives with his mother (who offers a nice cup of tea, but only after my wife and I had squatted on the front fence, awaiting the return of GJE and causing considerable curiosity among the neighbours). He operated (then) a small precision engineering establishment in a nearby village, and, like many 'cottage industries' in the UK, seems to suffer from a lack of administrative skills (and time, perhaps).

Alan Porter

Scrap Box

May be difficult to get in Australia (and perhaps, not a lot of use when you get one), but interesting nevertheless is the 'Tool World' catalogue mentioned on page 5 of the September issue of Scale Model Trains. It's the catalogue of a company called Toolmail - the supplier of new and hard-to-find tools (so the 'blub' says). The new 164 page publication in full colour is specifically designed to fill the void created by the closure of hundreds of specialist tool shops. For example, gunstock makers' tools, violin makers' knives, ellipsographs (!) and adjustable drill counterbores are illustrated, described and priced. Over 4000 tools for every conceivable job are featured. Available from W H Smith, Menzies and other leading newsagents or direct from the publisher, 170 High Street, Lewes, East Sussex, BN7 1YE at 2.30.

WANTED (STILL MORE!!)

Some contributions to Journal, to show that we in WA do care! Contact Barry Keens if you have something in mind (telephone 276 1648) or write direct to the Editor of Journal, Rex Little, PO Box 46, Nunawading Victoria 3131.

A WEE TRIBUTE TO JIM

Aye, lad, what were the 'Scotts'? Nay, not the Scotch nor the Scots!! I mean the SCOTTS. They were a group of 27 superheated and 16 unsuperheated North British Railway Class J 4-4-0s, designed by WP Reid and built between 1909 and 1920. The nickname, 'Scotts', arose because all were named after novels and characters created by the great novelist Sir Walter Scott. Taken into LNER ownership as Classes D29 and D30, all were superheated within a year or so. Thirty seven passed into BR ownership in 1948, but the last D29 went in 1952, although extinction of the D30s was held off until 1960.

DID YOU KNOW?

The make up of the 'average' freight train on WAGR in 1956 was as follows:

3 BEs	3 CXAs	3 CXBs	1 D	1 DA
6 DCs	8 FDs	1 G	2 GAs	10 GCs
10 GEs	7 GERs	5 GHs	5 GMs	1 GN
2 GSs	3 Hs	2 HCs	1 Js	
1 JA	1 K	1 KA	1 KW	1 L
1 M	1 Q	1 QA	1 QC	5 Rs
2 RAs	1 RB	1 RC	1 TA	1 V
1 VA	1 VB	1 VD	1 VW	1 XA

and, of course, a Z of some sort!

This is based on a hypothetical 100-wagon train, so the figures given are really percentages. (Information from Andrew May, via Graham Watson)

LOCOMOTIVE HAULING CONTEST

The locomotive hauling contest held on 14 September attracted 25 locos owned by 11 members. The 'contest' was notable for the entry of a fair number of 'small' locos (the sort of branch line 'tinies') compared with past contests when there have been many BIG, BIG locos pitting themselves against each other. There was also an opportunity to assess the relative strengths of different manufacturers' versions of the same prototype and different 'marques' of the same model by an individual manufacturer - all very scientific stuff!

The principal results were as follows:

Steam Outline, without traction tyres

Greatest load pulled	
Ken O'Shea's Samshonsa RG and Southern	
Southern	164 grams
Most efficient hauler	
Alan Porter's Dapol 'Pug'	26%

Steam Outline, with traction tyres

Greatest load pulled	
Fred Galdwin's Fleischmann	
DB 24 Class	115 grams
Most efficient hauler	
Fred Gladwin's Fleischmann DB 24 Class	32.49%

Diesel Outline, without traction tyres

Greatest load pulled	
Michael Murphy's Athearn WAGR	
L Class	205 grams

Most efficient hauler	
Simon Mead's Athearn CPR SW1500	45.08%

Diesel Outline, with traction tyres

Greatest load pulled	
Alan Porter's Airfix BR Class 31	51 grams
Most efficient hauler	
Neil Blinco's Lima NSWGR 44 Class	15%

Of interest was the comparison of the Airfix and the Tri-ang models of the BR Class 31 diesel with A1A-A1A wheel arrangement. The latter is assisted with traction tyres, the former was not and was barely able 'to fight its ways out of a paper bag!', pulling only 10 grams or 4.55% of its weight. B....y pathetic!

The other comparison of different manufacturers was in the BR Class 08 diesel shunters of Lima and Hornby Dublo (now made by Wrenn). Both were on 'equal footing' (!) in that neither had the benefit of traction tyres, but the Lima, a relative lightweight, pulled 20.83% of its weight whereas the heavier H-D could only pull 16.41% of its weight, although with its extra weight it did pull more.

The comparison of the various types of Hornby 'Jinty' (ex MR 0-6-OT) locos with different chassis and wheels was educational. This is an area where progress seems to have been backward, because the earlier chassised models could pull more and were more efficient than the newer models!

The next 'contest' will be held early in 1989, probably in March. See you there!

Notice Board

HELP REQUIRED BY GARRY PILMOOR

Garry has narrowed down the choice of location for his planned module to be built to the Sn3½ Group standards (see abbreviated summary in the April issue of The Branchline, but also see Richard Stallard if you're thinking of starting off on this principle - 362 4340). Anyway, Garry has selected SWAN VIEW as the place he wants to model, and would appreciate any photographs or other information relevant to Swan View that will help him in this project. He has a few photographs, but could use all the information he can lay hands on! Get him on 279 1689 or see him at the Club-rooms most occasions.

LAYOUTS FOR THE 1989 MODEL RAILWAY EXHIBITION

A small committee, which is advisory to the Management Committee and to the Exhibition Manager, has been established about three months ago to consider the 'parameters' for the ideal mix of operating exhibits (and their scales, etc), static exhibits, displays, displays by kindred societies and trade stands at the 1989 Model Railway Exhibition. So that they can get the optimum variety of operating model railways, they would like to hear from anyone who has a portable (or transportable) layout that they would be interested in exhibiting. Graham Watson is the appointed leader of this committee and can be contacted on 274 5879 if you're interested.

HAVE YOU SEEN?

IN THE MODEL RAILWAY PRESS

Model Railways.

August: The Badger Models 4 mm scale kit of an LNWR 57' Brake Composite constructed and reviewed. Peat's Wharf, how a simple layout can be most rewarding. New livery for Civil Link wagons (those of the Civil Engineer in BR) illustrated with a colour photo of an OBA. Amble-down Valley describes how its owner became hooked on 16 mm narrow gauge live steam in the garden and how the layout was constructed, etc. Gauge 0 Review reports on the many new products seen at a recent meeting of the Gauge 0 Guild, it's quite a growth industry! Prototype notes, information

and photographs on the Midland Railway 'Singles' by Bob Essery, acknowledged expert on things Midland. Bazzing Around bazzes around Salisbury, with detailed drawings from around the platform ends. Part 4 (the final one) on North Eastern signals provides drawings and photographs of a number of examples. The Slobodian State Railway is a 009 'rabbit warren/crowd pleaser' layout. Goods Arrival looks at the DJH Class 25/3 kit. Network South East livery applied to the MTK kit of the Southern Region 4-VEP units, construction review with prototype information. Camera and Comment looks at BR (ex GWR) steam at Oxford. Some unusual techniques used to construct a circular faced building on an unusual prototype building in Newbury, occupied by a wine merchant. The Lima Class 47 repainted to represent a Scot Rail 47/7.

September: Upgrading the excellent Colin Waite 7 mm scale kits of GWR 'brown' vehicle prototypes. Camera and Comment looks at steel plate as freight, some interesting loads here! The Janick Models 7 mm scale kit of a Midland Railway 'Single' constructed and reviewed. Goods Arrival looks at the Lima Class 37/5 and Class 47 models, road vehicle drawings by John Marsh and FMR (produced by Frizinghall Model Railways of the town of the same name in Yorkshire, near to Bradford) transfers for the modern image BR modeller in 2 mm and 4 mm scales. The importance of buildings on a layout described in detail. A look at some early 16 mm scale narrow gauge modelling. Middleton by Youlgreave (is that a 'pun' name? - Ed), an EM gauge layout described in detail. BR does a wagon conversion to produce the new OTA timber carriers. Lima's new Class 40 model assessed.

Railway Modeller

August: Railway of the Month is an OO gauge club exhibition layout of Marsden, ex LNWR/LMS (on the Yorkshire side of the Pennines - with its four-track mainline, it is worth considering as a replacement design for the Branch's Halt-whistle in due course. Rowsley engine shed, research, detection, drawings and 4 mm scale model. Adapting and modifying various BR coaches from R-T-R and kits. New Haw Light Railway describes the first venture by two brothers into 0-16.5 in the garden. Another look at 0 gauge in the garden, standard gauge this time though, is at Tetbury, model of the ex GWR branch line terminus. A colour page looks at the liveries applied to the New Generation DMUs, the Pacers and the Sprinters in the Burnley area, followed by a short article on the long siding where these units are used. Class 25 conversion and detailing from the Hornby model, prototype information, photographs and detail drawings included. Finescale 0 gauge is represented in the description of Two Dales. A Profile article looks at the Rhymney Railway Class A1 0-6-2T with photographs, drawings and prototype information. Plan of the Month looks at Reeth, a 'might have been' NER station had the railway got that far! Ever suffered the 'bent handrail' syndrome? - so did the real railways according to the Prototype for Everything photograph on page 375! Junior Modeller describes Bristol Castle, a modern image OO layout.

September: Railway of the Month looks at Scotland Street, a superbly detailed 4 mm, mainly freight, exhibition layout - at least two of the photographs in the article pose the 'Is it prototype or model?' question! An LNER bogie brake van to Diagram D129 built from the Ian Kirk kit of the D67 version. Fitting working inside

motion to 7 mm scale locomotives, including a photograph showing the 'easy' (?) way to find out what is underneath a locomotive!! Several Irish narrow gauge locomotive models described - these are for Coolcalaghta described in the July issue. Using Carrs Modelling Products' weathering compounds to realistically weather models - sounds much easier than using paints! Constructing a modular layout in N scale. Part 2 of the article on conversion and detailing of the Hornby model. The N Gauge Society, 21 years old in September, is featured by several of the best examples of this scale modelling. Dallington Road, a minimum space O scale layout in 7' x 2' with some excellent examples of detailed scenery work (in the colour photo on the cover, it is hard to tell whether you are looking at the real thing or just a model!). Beverley an ex NER station between Hull and Scarborough, proposed as an excellent subject for modelling, especially if you are into signalling (signal box diagrams are given for Beverley, Beverley North Junction and Cherry Tree, these last two being the adjoining stations). Cannock Hawks Green, a very compact 4 mm scale terminus (8' x 1') with a novel tray type of fiddle yard based on an inspiration from Peter Denny. Drawings and prototype information on the LNWR O-4-2T Crane Shunter. A Prototype for Everything photograph on page 421, showing a Class 47 diesel piloting a Class 87 electric through Manchester Victoria (not electrified), the two locos and the first coach all having different liveries, as was apparently the rest of the train! Junior Modeller describes Staggering, an N scale country branch line with rolling stock and locos based on the Rev Awdry characters. Plan of the Month alters Wantage Town to Wintage. Some simple live steam locomotive designs evolved by a Briton while living in Japan.

October: Railway of the Month is Cwm Craig Nelin, an O-16.5 effort with automated storage loops and a number of other clever ideas useful in the smaller scales - the layout pretends to be a sort of narrow gauge Carnforth so there's quite a variety of weird and wonderful locos. Close coupling with the hook and bar tension lock coupling so beloved by British manufacturers and thus how to improve the appearance of coach rakes. Part 1 of an article on building the DJH kit in 4 mm scale of an LNWR Claughton. Building Sarah Siddons, electric locomotive of the Metropolitan Railway, available as a kit from The Model Shop, Harrow. Radstock, on the Somerset and Dorset, modelled without too many changes by the Southport MRS in OO scale. Kenneth Newbon continues to maintain the classic title of the West Midland of the Rev Edward Beal with some modelling of which the Reverend would have been proud! Colour photos, drawings and plans of the English China Clay International chalk slurry wagons (which displaced the famous 'hoods' and also made the rivers and streams clear once again!) - essential knowledge of the modern image modeller. Four colour photos, some black and white ones, and a description of the Hazel Grove and District MRS model of Marple, with a wonderful example of glazed canopy roofing over the island platforms. More on building Rowsley, after all the research (see August issue). Drawings, photograph and prototype information on the Somerset and Dorset 2-8-0s with cab tender. Basin Street Storage Sidings, an idea of the Oxford MRC to make the fiddle yard a part of the layout to be savoured by the viewers. Floyd Bridge and Parbourne, a compact N scale layout in a 4'6" x 6' L-shaped format. Details of how to paint up a Lima Class 47 as the green liveried 47500 Great Western.

Plan of the Month considers Ladybank Junction on the ex NBR line between Edinburgh and Dundee as a modelling prospect. Useful listing in the Letters to the Editor of all the available excavators and quarry related types of equipment available for the modeller.

Australian Model Railway Magazine

August: Ideas for figures for S scale model railways - modifying R-T-R figures from PFM, Railmaster, Scalextric and RTV. Catalogue of Sn3½ items available for modellers of the NZ scene, but probably some are also applicable to the WAGR 3'6" gauge modelling scene. Fitting Kadee couplers in N scale. A superb model of Broadford, 75 km north of Melbourne and having both 5'3" and 4'8½" gauge track passing through (the modeller has an interesting justification for having both these gauges in close proximity to each other modelled to 16.5 mm gauge!) - a tremendous example of good Australian modelling. How to build a shearing shed (two-stand), with full drawings and detail from the Victorian Department of Agriculture - no excuse for getting this item wrong in future! Rick Richardson describes how Don Packard, a Californian, built a ¼"/ft (i.e. US O scale) model of a NSWGR AD60 Garratt from information supplied from Oz and from basic scratch building materials. Details of the Queensland Railways VAO bogie coal hopper wagons, drawings, photos (black and white and colour) prototype information and a tale of how to build it. Weathering timber, an excellent article appropriate to all scales and prototypes, 'cos timber weathers the same way wherever you are in the world! Should be compulsory reading, this one!!

October: Part 1 of a description by Don Grant of his Addabittmore HO scale layout based on NSW practice and built it an upward extension of his house (who said that Ken O'Shea was the only modeller who aims for the sky?). Max Maughan describes his computer managed layout which, among other things, gives the driver a visual indication of signal aspects ahead on his hand held controller! How's that for realism? Seems, however, he took three years to 'debug' the computer software to get to that stage! Building a model of a NSWGR Class D57 D59, so it was reduced back to 'basics' for this latest conversion!). Lettering on open wagons of Victorian Railways. TREES, another, but very comprehensive, article on the various methods of creating realistic trees. A diode matrix for controlling a three way point. Modelling a small Victorian Railways goods shed from basic materials, including drawings, colour and black and white photos, etc, as well as the method to be used. The same could be used on any shed on any system, particularly Australian though.

Practical Model Railways

July: Modelling the Golden Arrow on both sides of the Channel. Cyril Freezer on Practical Plans covers a number of points - keeping 'flexibility' in mind when building a portable layout, ringing the changes on the plain track sections so that you have a different layout to exhibit each year! Building the Al Kits model of a Baby Deltic or Class 23, as they were known - article is complimented with drawings showing liveries 1959-64 and post 1966/67. Building the Wills kit of the GWR 94XX Class O-6-OPT loco mounted on an old K's 57XX Class chassis! Old locos need never die, so they say - all you ever wanted

to know about maintenance of Dublo/Wrenn/Trix/Liliput steam outline models.

The Clearing House

September: A Home for the model railway in the living room - a clever design of a piece of furniture that looks pretty good, houses and supports the model railway while it's in use - what more could 'she who must be obeyed' require?

IN THE PROTOTYPE RAILWAY PRESS

Railway Magazine

June: Nice colour photo on page 346 of Welshpool signal box (in Wales) with lots of detail of lineside 'grot'. Another nice colour picture on page 362 of a Class 319 EMU in Network South East livery at Mill Hill with 'modern lineside grot', including graffiti on the signalling cabinets, etc! Technical article on the new Class 91 electric locomotives. Colour photograph of a NSW SRA XPT Power Car and two black and white ones of LMS and SR diesel shunters from English Electric in 1936.

July: Several colour photos of Mallard, which on 3 July 1938 established the world speed record of 126 mph for steam traction, a record which was never toppled. Also a couple of articles dealing with the technical aspects of the recording in the dynamometer car on that occasion. Colour photo of electric loco NO 91 001 in Inter-City livery.

August: Colour photos of coaching stock and DMU (Class 114) in the latest Royal Mail Letters livery - also a black and white photo of the inside of a postal sorting van, for those who want to get every detail of the Royal Mail train correct! A number of colour photos taken in the National Railway Museum, York, one giving a nice amount of detail of the back-head of a Midland Compound. Another colour picture of the grimness of Blaenau Ffestiniog, a challenge to a scenic modeller to get the wet 'shine' that's on everything!

Railway World

July: An article titled Two off the Road, interesting in itself, also has a good set of black and white photos of heavy cranes in action and of an L & YR signal box interior. Colour photo of the coal hoist at Carnforth may be useful if you are intending to model one of these impressive structures. Feature article on the West Somerset Railway. Another one on the Severn Valley Railway - both have some good pictures which will be of use to modellers trying to capture reality.

August: Article and photos (on cover and elsewhere) of the three engine rail tour of Ireland in May. Unusual colour photo of Merchant Navy Class loco No 35027 Port Line being winched onto a low loader, showing a lot of detail around the cab and beneath the running plate. An article covering 50 years of electrification of the Mid-Sussex line has many black and white photos of steam era workings on this line from Ford to Hardham Junction. Details of the modern wagons for the carriage of 'hot' steel coil (i.e. straight off the rolling mill) and of paper from factories in the Chester area, with colour photos. GNR No 1 outing in 1938. Part 4 of the Bloomer project. Crocodile locomotives in the Swiss Alps.

Steam Railway

June: Want to get that cottage just right? Then look at the black and white photo on page 7. A photo feature, 'Semi' on the fast, has six colour photos of ex LMS Coronation Pacifics (Duchesses) in grimy 'working' red livery in the 60s. Colour pictures on pages 40-45 show a small industrial operation (a sewerage works!) which would make a beautiful model, but just how would you make the smell?

July: Mallard featured again, on the occasion of the 50th anniversary of its record run in 1938. Article on the rope worked inclines of north east England has some useful black and white photos if you're thinking of including this unusual sort of activity in your model. Colour feature article deals with how Bittern is coming out of the Shops to represent Silver Link. Another colour feature covers the Worth Valley Railway after 20 years. Of no use for modelling, but what a picture on the back cover - Mallard at Aylesbury at day break! Wow!!

August: The 100th issue. Some photos (in black and white) of the 1948 locomotive exchanges. There's inspiration in a couple of the colour photos in the Gallery section - a slightly dilapidated slate roofed hut, a vertical brick walled cutting, a lovely branch line scene near Tenterden and black smoke from a West Country - now just how would you model that? Another article that's got absolutely nothing to do with modelling, but it tells you how to remove scratches off old negatives (and presumably transparencies) with gentle application of Brasso! Article on Rose Grove, last bastion of steam in 1968, near Blackburn, followed by a colour feature on the last rites in 1968. The Glorious Years guest photographer spot has a couple of good black and whites, one of a V2 on a vertical sided arch viaduct at Dundee (great space saver!), signal gantry at Ryhope Grange Junction.

Rail Enthusiast

July: Colour photo of the preserved Class 126 DMU of the Swindon Preservation Society. Marsh lands depicted in a colour photo of 27 226 at Cockwood Harbour - just the thing if you're modelling a tidal creek next to your railway. More colour photos of value to the modeller on page 37 (autumnal colours) and page 45 (much line-side and backyard detail at Totnes) and page 52 (viaduct and factory architecture at Radcliffe in Lancashire).

August: Article on the vintage overhead electric system at Westoe Colliery on Tyneside - great modelling possibilities for a small space. Colour photos of Class 27 as D5394 in original green and cream livery and D821 Greyhound in maroon and yellow (yuk!). Centre spread of two Class 20s in clean blue livery - nice. The haulage of the stone traffic in the Buxton area nowadays.

Steam Days

July-September: Story of a day excursion on the North Eastern region with pictures of the spidery viaducts of Belah and Deepdale. Eastleigh in the 60s. Railtours with a difference - brake van specials, open wagon tours. The LMS main line diesels. Steam on Shed in the 50s has some interesting black and white photos of Scottish MPDs. A look in some detail at the final days of the Fairford branch of the GWR.

Extracts supplied by Ted Thoday and Alan Porter

LOCH HOBBIES

VICTORIA STREET, LOCH

SOUTH GIPPSLAND'S TRAIN SHOP

A PLEASANT ONE HOUR DRIVE FROM
FRANKSTON OR DANDENONG
ON THE WAY TO HISTORIC COAL CREEK.

QUITE A RANGE OF MODEL RAILWAY PRODUCTS STOCKED.
SECOND HAND EQUIPMENT BOUGHT; SOLD AND TRADED.

OPEN SATURDAYS AND SUNDAYS ONLY BETWEEN 10AM AND 4PM.

POSTAL ADDRESS

LOCH HOBBIES
PO BOX 6
LOCH VICTORIA 3945

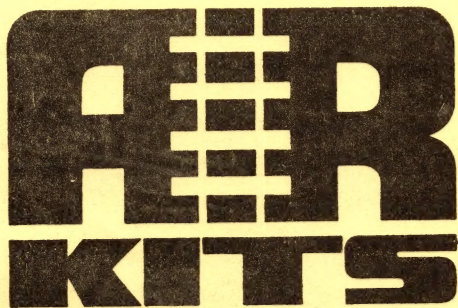
Get on the Right Track with



New for 1989
The SRA 45 Class Diesel Electric.

A few of the many features are:-

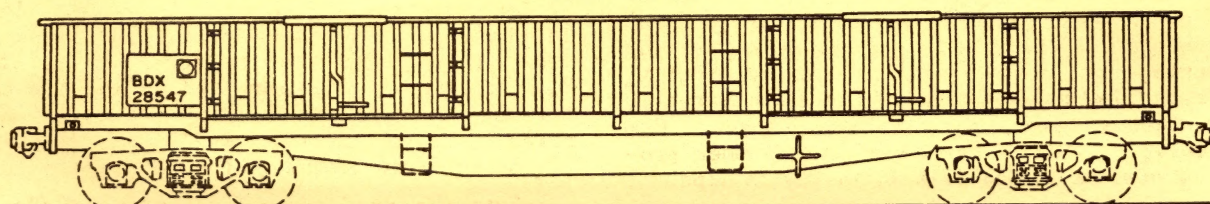
6 axle drive mechanism, one piece moulded body, pre-painted in different paint schemes with various numbers.



*If your local Hobby Shop does not carry stock, order direct — r.r.p. plus postage.
For any correspondence requiring an answer please enclose SSAE.*

NSWGR (PTC/SRA)
BDX (NOBX)
OPEN WAGON KIT

FOR ENQUIRIES
AR KIT CO.
P.O. Box 736
Grafton, 2460.



TO YOU...

These top brands in Railway Modelling



AMERICAN
OUTLINE

OLD TIMER

**MODERN HO/00
KITS**



Sentinel



MODEL RAILWAY PRODUCTS

**PROUDLY MADE
IN AUSTRALIA**

AUSTRALIAN COUNTRY & SUBURBIA SERIES
DETAILING PARTS

*Construction Parts
& Aids*

ROMFORD

HO/00 Locomotive Driving Wheels
in diameters 14 to 27mm. EM &
16.5mm axles. Drive gear sets
in various ratios, crank pins,
cranks etc.



N
5mm
gauge



OO-9
5mm
gauge
4mm scale

JACKSON

Coach Wagon and Loco Bogie
Wheels, scale 3-link and scale
screw couplers.

CAV'NDISH

HO/00 Detailing Parts for Locos
and Rolling Stock

Drills and Taps

Number Drills in the most pop-
ular sizes between Nos. 43 & 80

Plug & taper Taps for 8 & 10BA.

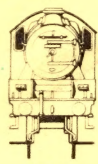
Brass Screws

and Nuts

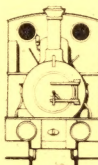
Brass Screws - Cheesehead &
countersunk - various lengths
in 8, 10 & 12BA. Brass Nuts &
Brass Washers to suit.

Tracksetta

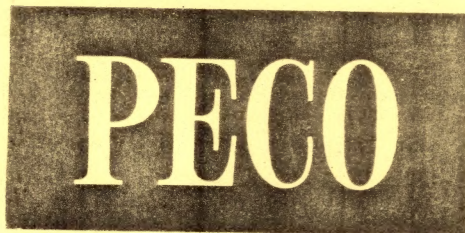
Aids to laying 16.5mm and 9mm
Flexible tracks.



HO/00
16.5mm
gauge



O-16-5
16.5mm
gauge
7mm scale



TRACK & ACCESSORIES
LINESIDE STRUCTURES ETC.
PUBLICATIONS



*Bring your layout to life
WITH*

**MERTEN
FIGURES & ANIMALS**



O, HO/00, N, Z



BRITISH OUTLINE KITS IN HO/00
HO/00 & N BUILDING KITS
SIGNALS ETC.



SUPERQUICK

MODEL KITS

HO/00



TRADE ENQUIRIES TO:
AUSTRALIAN MODEL CRAFT CO.
Box 118, P.O., Albury, N.S.W. 2640

...THROUGH

YOUR FRIENDLY

AMC DEALER